



USS SANCTUARY

AH 17 - 1967

**USS SANCTUARY (AH-17) AT TODD SHIPYARD,
HOBOKEN, NEW JERSEY, 1945**





To the Surgeon General's
Library —
from the author
Cydon Fred Jackson
M.D.

Head Surgeon —
Naval Hospital
Camp Pendleton, Calif.
May 1971

USS SANCTUARY (AH-17)

This is a photographic log of the history, the commissioning, the ship and the crew of the USS SANCTUARY, (AH-17), documenting her passage from the United States of America to the waters of the South China Seas, in the period 1966 through 1967 and recording the performance of her mission of aiding those wounded in the current conflict in Vietnam.





DEDICATION

This volume is respectfully dedicated to the United States Marine Corps. We have carried you aboard this ship, wounded, with the fire of battle still ablaze in your eyes. We have watched you recuperate in the wards, with smiles, on your faces and a helping hand for your comrades. Your 'esprit de corps' has transcended the battlefield and accompanied you here. You have borne your grievous injuries with magnificent courage, inspiring those to whom you have come for help. Your tenacity in the field is glorious and understandable. Your indomitable fortitude when wounded is all the more remarkable to us.





TABLE OF CONTENTS

Dedication
History of the USS SANCTUARY (AH-17)
Pre Commissioning
Commissioning
The Captains
Stateside Training and Underway Training
Crew Activities
Ship's Company
Hospital Staff
Operating at Sea
"Rest and Relaxation"
Ports of Call

THE HISTORY OF THE USS SANCTUARY (AH-17)

Sledge hammers pounded out the last keel block, Mrs. Alda Andrus cracked the bottle of champagne on the steel bow, whistles blew in the hot Pennsylvania sun and the Navy's newest hospital ship, the USS SANCTUARY, slid down the ways and her keel tasted salt water for the first time on 15 August 1944.

She was started as a merchant ship, the SS MARINE OWL, but the Navy, looking forward to the anticipated casualties from the forthcoming invasion of Japan, Operation Olympic, ordered her converted into a hospital ship. Her initial cost was \$8,000,000 and this amount was raised in a series of war bond drives by the patriotic city of Hoboken, New Jersey.

Launched at the Sun Shipbuilding and Dry Dock Company of Chester, Pennsylvania, and fitted out as a Navy hospital ship in the yard of the Todd Shipbuilding Company in Hoboken, New Jersey, the SANCTUARY lost little time in putting to sea. She was commissioned at Hoboken on 20 June 1945, Commander John M. Paulsson, USNR, commanding. Two months later she was at Pearl Harbor, but hostilities with Japan had ended during her transit. She was immediately ordered to Wakayama, Japan, to pick up liberated prisoners of war. A channel was cut through the minefields and by 15 September 1945, a total of 1,139 liberated Americans, English and Australian prisoners were squeezed aboard, the majority having been captured at the fall of Singapore, Hong Kong or in the Battles of Java.

As SANCTUARY stood out of Wakayama's harbor, she met the incoming Fifth Fleet Flagship, battleship NEW JERSEY, which flew the 4 star flag of Admiral Raymond A. Spruance. NEW JERSEY was accompanied by destroyers, cruisers and aircraft carriers of the Fifth Fleet. When in signal distance, SANCTUARY signaled the flagship for "Permission to proceed on duty assigned". Back came the signal, "Affirm". Then, from the NEW JERSEY came the blast of the bugle. Each man of the mighty battleship snapped to the right hand salute. The men of SANCTUARY, including all prisoners able to stand, returned the honors. Then across the water from the NEW JERSEY came the roar of three rousing cheers. Then, down the line, as SANCTUARY steamed slowly by one after another of the escort ships, each one followed the example of the flagship, manned their rails and cheered.

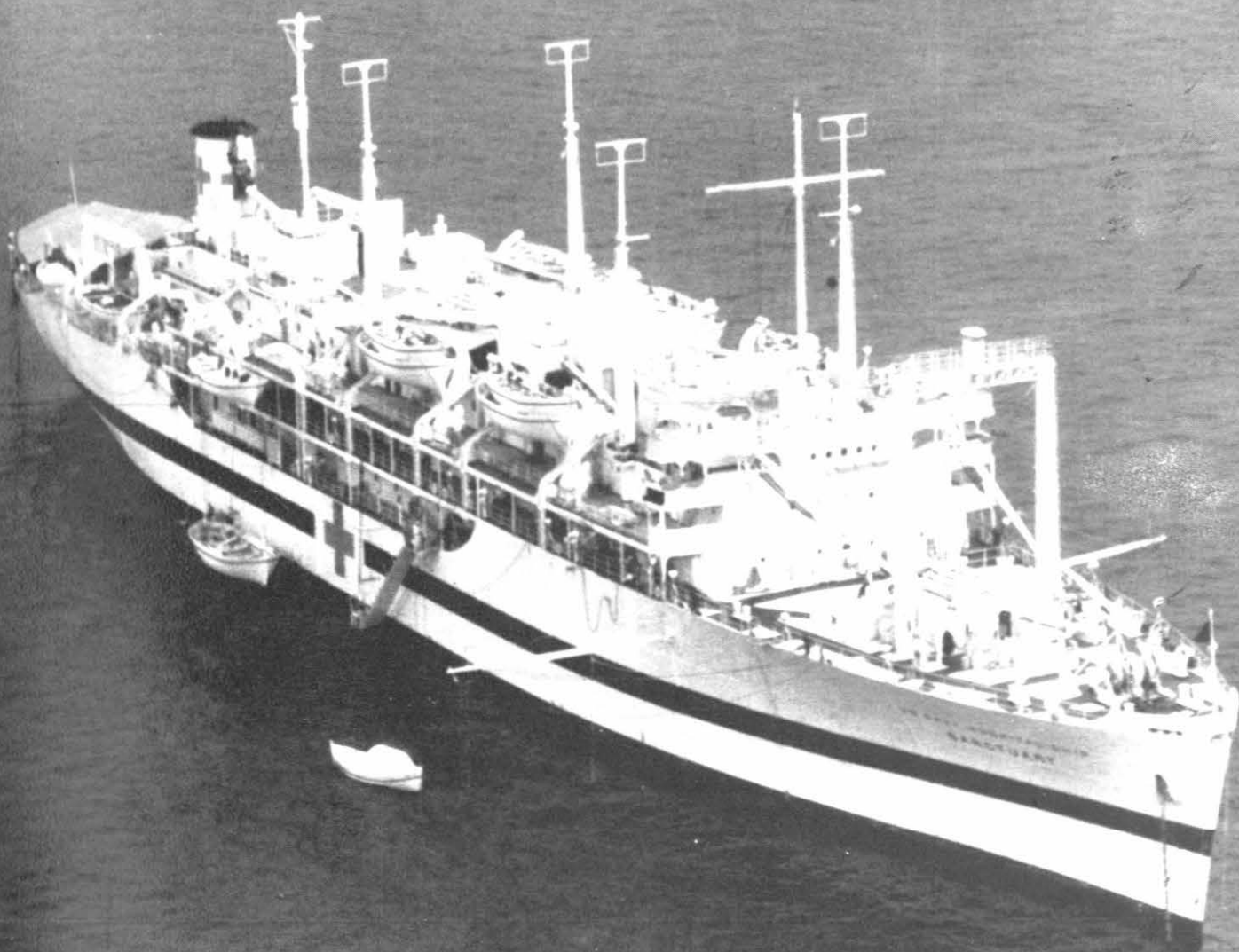
After a stormy passage that saw her buck 40 knot winds and heavy seas, SANCTUARY reached Naha, Okinawa, delivered her patients to the Army and then sailed for Nagasaki, Japan. There, her crew witnessed first hand the devastation of the second atomic bomb dropped on Japan. SANCTUARY made further trips to Buckner Bay, Okinawa and Apra Harbor, Guam, bringing each time repatriated prisoners of war. She finally sailed back for the United States and was decommissioned at the Philadelphia Naval Shipyard on 15 August 1946.



Commander John M. Paulsson, USNR, of Green Island, N.Y., was the first captain of the USS SANCTUARY. He accepted command, in a traditional Navy ceremony, from Captain H.V. McKittrick, representing Rear Admiral F.L. Daubin, Commandant of the New York Navy Yard in Brooklyn. Initial officers of the SANCTUARY included Lcdr M.D. Dearth, USN, executive officer, Captain Oscar Davis, MC, USNR, Commanding Officer, Naval Hospital, Lt John J. Nevin, CHC, USN, chaplain, and Lt (jg) James Knight, CHC, USN, chaplain.

**The Captain
 Officers and Crew
 of the
 U. S. S. Sanctuary**
 request the pleasure of your company at the
Commissioning Ceremonies
 to be held on board
 at the
Todd Shipyards Corporation
 17th Park Avenue
 Hoboken, New Jersey

Time and date are shown on the enclosed pass
 Due to war conditions all information concerning the
 Commissioning must be kept confidential



This is the "old" SANCTUARY in Wakayama harbor, Japan, on the 15th of Sept., 1945, loading patients who had been prisoners of war. Notice the absence of the helicopter platform aft, the absence of the TACAN, the single red cross on the side, and the single horizontal line along the hull.



Rear Admiral J.L. Yon, MC, USN; Captain Duffner and Lt Funderburk inspect the hospital company in Portsmouth, Virginia.

Clouds of conflict gathered again in the Republic of Vietnam, and as America's commitment increased, so did our casualties. First the USS REPOSE (AH-16), the sister ship of the SANCTUARY, was recommissioned at the U.S. Naval Shipyard at Hunter's Point, San Francisco, in 1966 and sent to the South China Sea off the coastline of Vietnam. But casualties continued to mount, and another hospital ship was needed, so, once again the USS SANCTUARY was made ready for her mission of mercy.

On 1 March 1966, SANCTUARY was obtained from the Maritime Commission and towed from the U.S. Naval Base (Reserve Fleet) in Philadelphia, Pennsylvania, to the Norfolk Naval Shipyard, Portsmouth, Virginia, where reactivation commenced. In June of 1966,

she was then towed around the southern tip of Florida to the Avondale Shipyard on the Mississippi River, north of New Orleans, for extensive modernization.

Simultaneously, from Naval ships, bases, hospitals and dispensaries throughout the nation and from the Seven Seas, a majority of the crew that was to man the ship gathered at Norfolk, Virginia. Here, from July through November of 1966, the crew, both ship's company and hospital company, were given precommissioning training.

Fire-fighting, damage control, ship indoctrination and personnel inspections were the order of the day for all hands. Corpsmen also received "on the job" training at the U.S. Naval Hospital, Portsmouth, Virginia.





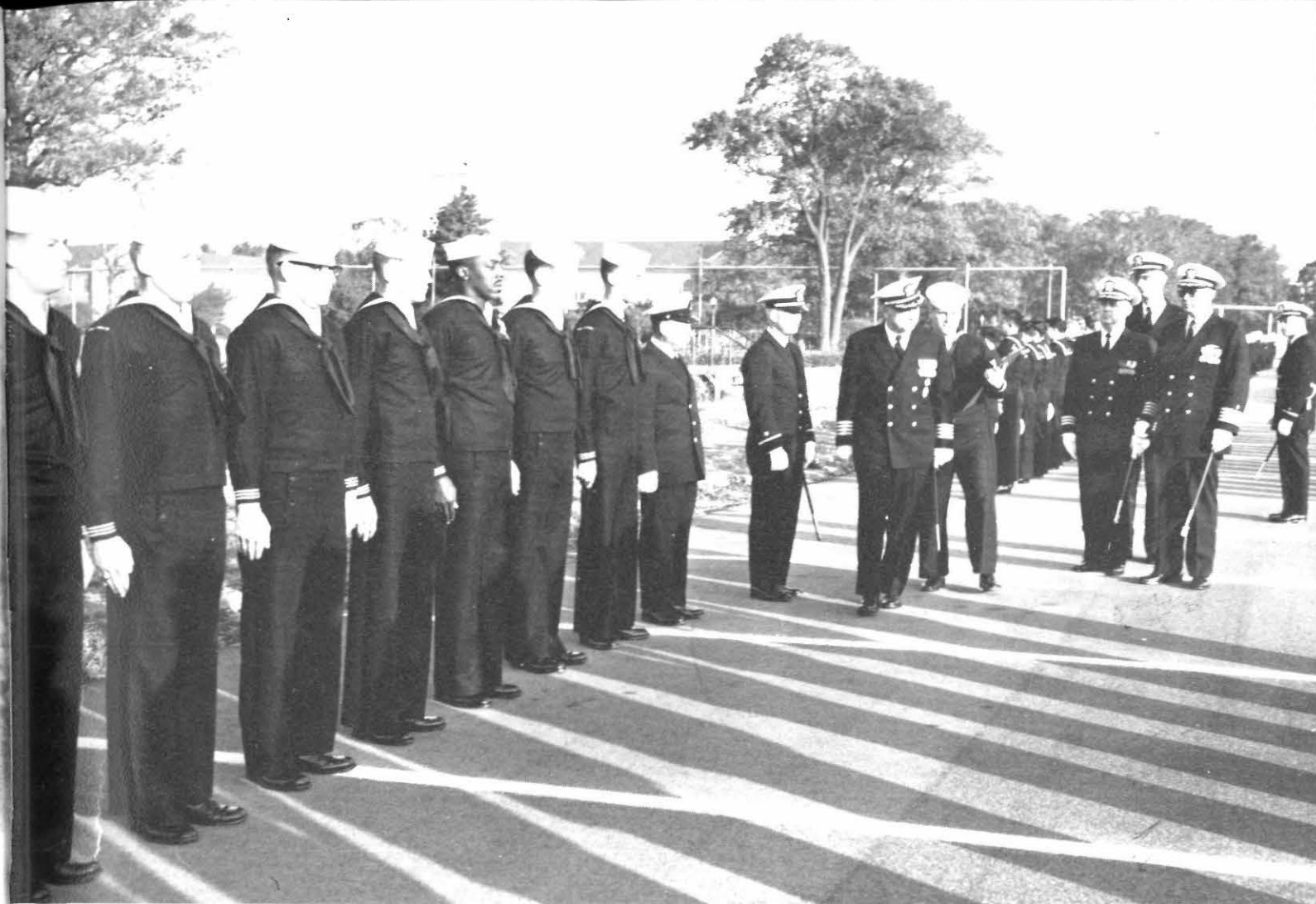


The Norfolk Municipal Gardens.

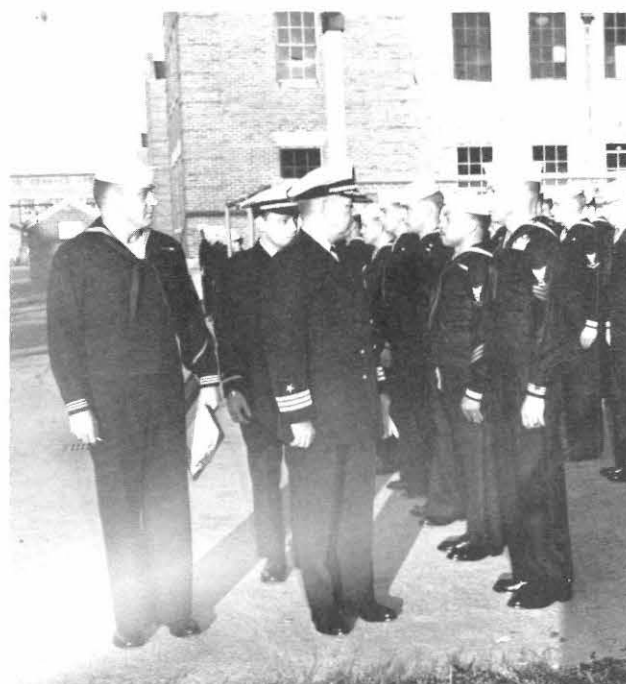
"Old Crows: CS1 Ferris, DT1 Vandiver, HM1 Brody and HM1 Cluxton in Norfolk."



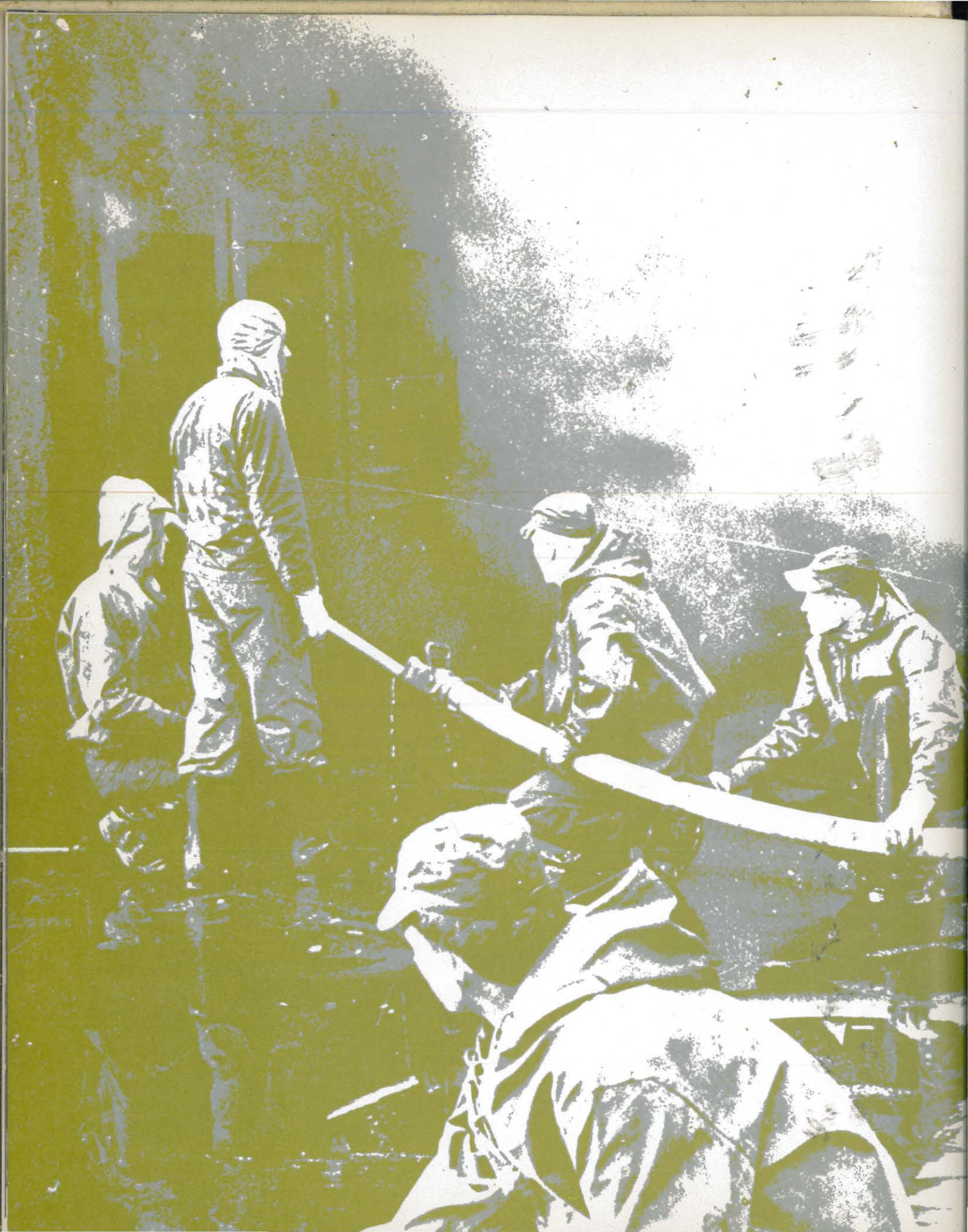


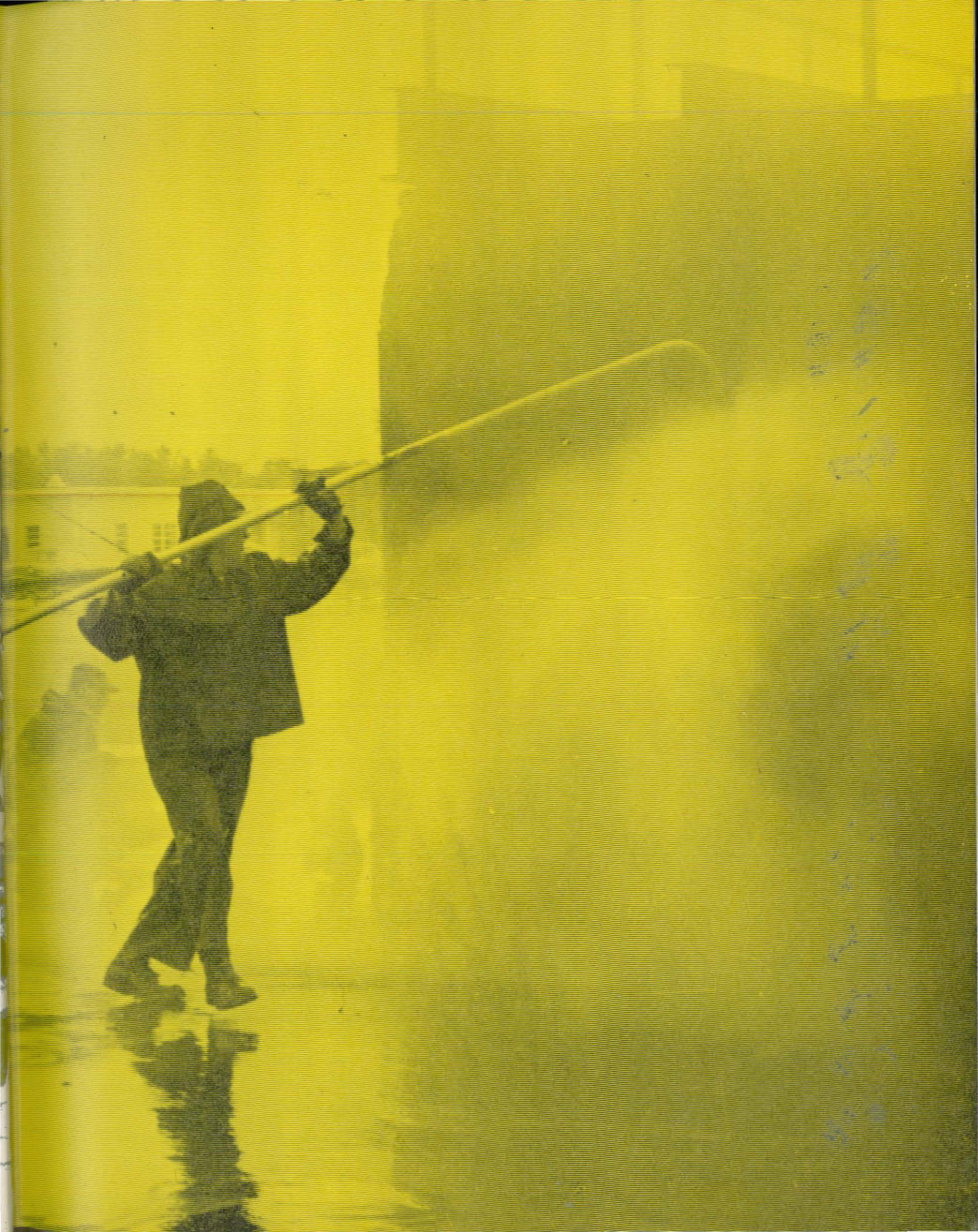


Captain R.G. Sinnott, USN, Commanding Officer of the Fleet Training Group, Norfolk, Virginia, inspects SANCTUARY pre-commissioning detail.



Cdr McKinney, Ensign Luke Ellis and YN/2 Sherk inspect the ship's company behind "Mike" Barracks, U.S. Naval Station, Norfolk, Virginia during pre-commissioning training.







Vice Admiral Robert B. Brown, MC, USN, The Surgeon General of the U.S. Navy, inspects members of the hospital company during pre-commissioning training at the U.S. Naval Hospital, Portsmouth, Va.

THE COMMANDING OFFICERS

Hospital ships in the U.S. Navy are unique in that they have two commanding officers. The commanding officer of the USS SANCTUARY is Captain John F. Collingwood, USN. The commanding officer of the Naval Hospital, USS SANCTUARY, is Captain Gerald G. Duffner, MC, USN.



CAPTAIN JOHN F. COLLINGWOOD USN

COMMANDING OFFICER

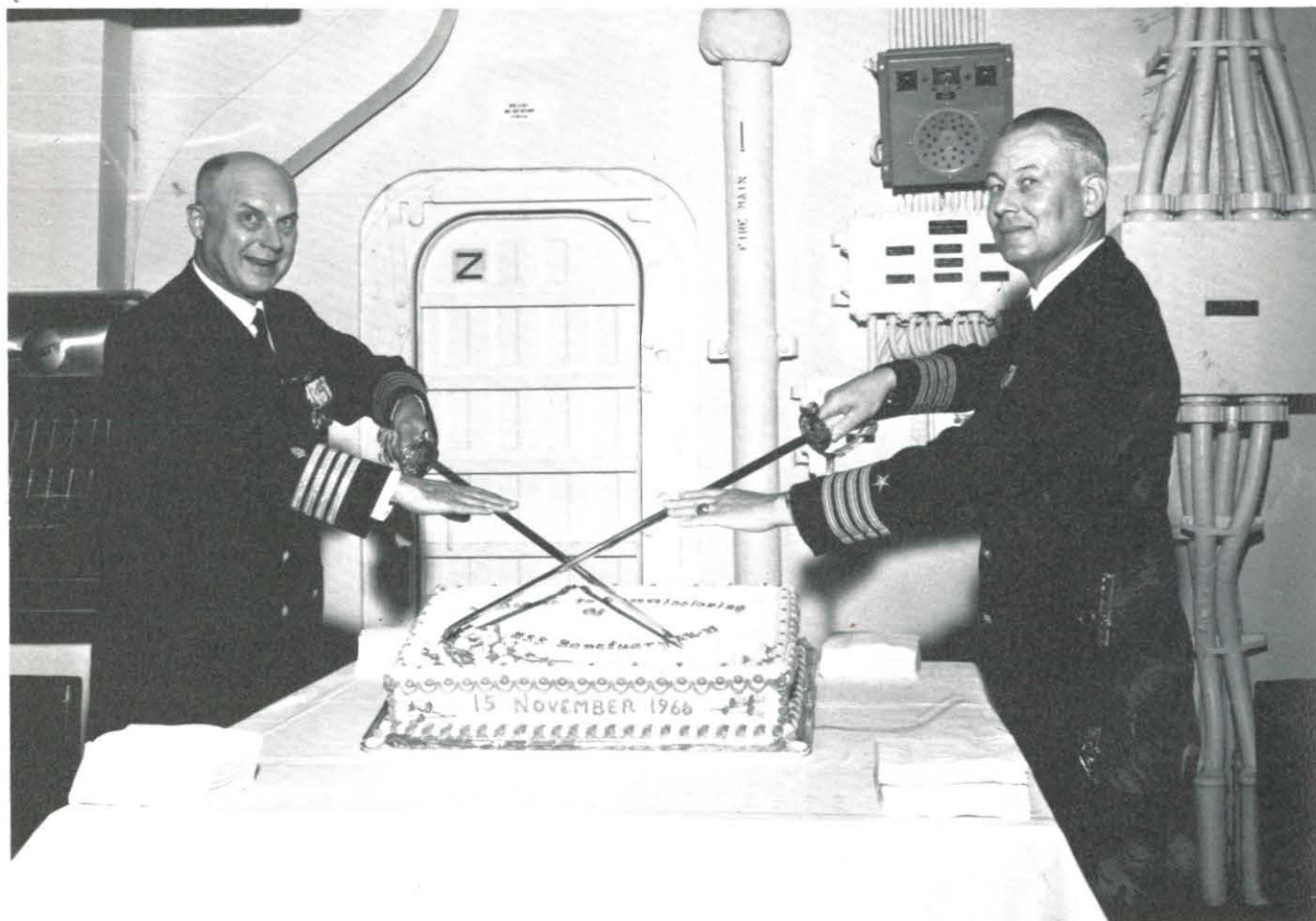
USS SANCTUARY (AH-17)

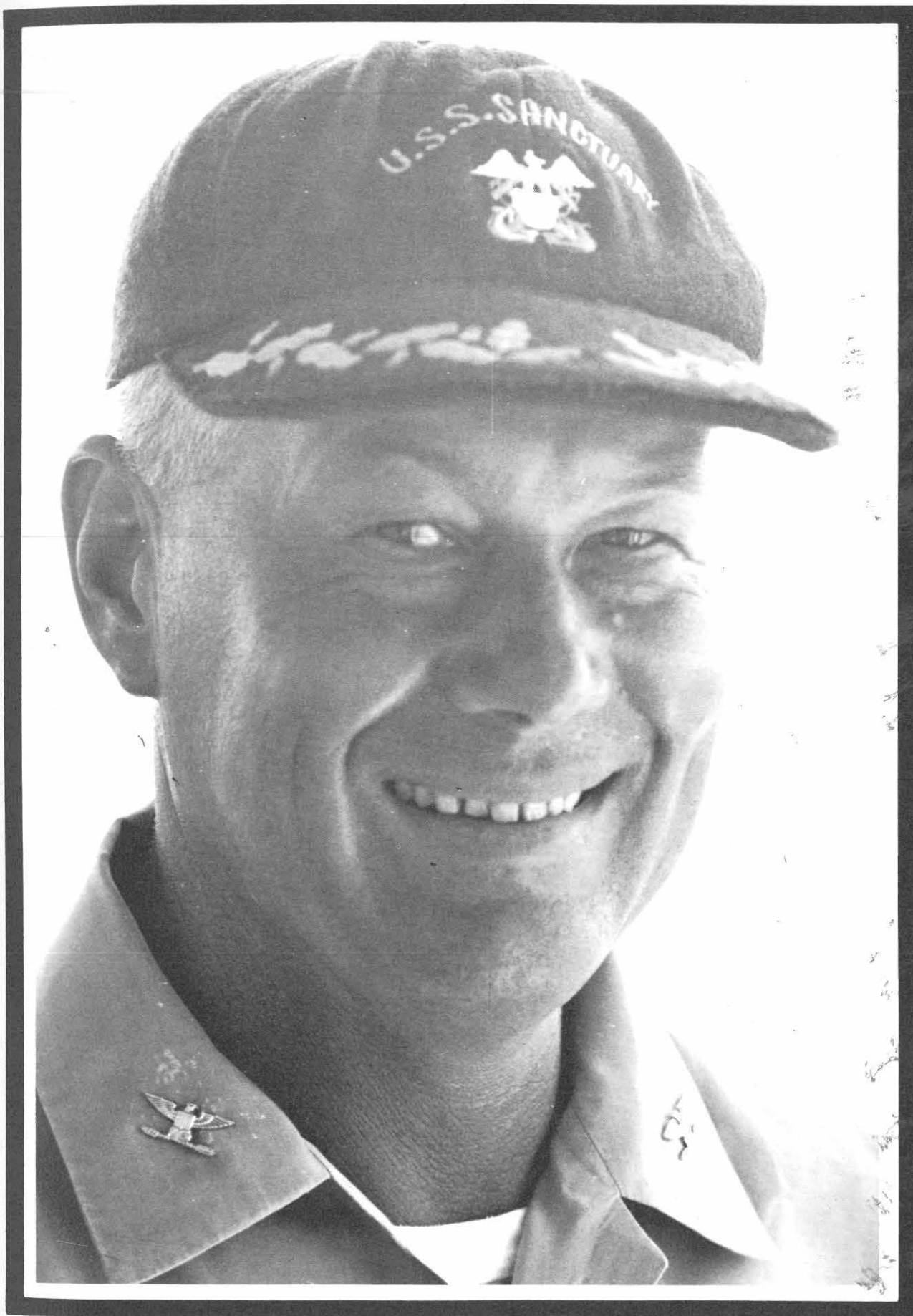
Captain John F. Collingwood was born September 9, 1918, in North Bend, Washington. He graduated from the University of Washington with a Bachelor of Science degree in mechanical engineering and Commissioned Ensign in the Naval Reserve May 24, 1941. He began active duty immediately and transferred to the Regular Navy in 1942.

Captain Collingwood served five years in destroyers during World War II followed by three years as the Commanding Officer of Destroyer escorts and the USS Wantuck (APD-125). After a tour on the staff of Commander, Western Sea Frontier, Captain Collingwood spent two years in command of the USS

SMALLEY (DD-565). He then served on the staff of the Armed Forces Special Weapons Project in Washington, D.C., followed by a year as a student at the Naval War College. Tours on the staff of Commander in Chief, U.S. Naval Forces Europe, Commander of Destroyer Division Twelve, Chief of Staff to Commander, Cruiser Destroyer Flotilla Nine and Assistant Chief of Staff for Operations and Plans to Commander, Caribbean Sea Frontier preceded his coming to the SANCTUARY.

Captain Collingwood is married to the former Cecile Parker of Boston, Mass.







CAPTAIN GERALD J. DUFFNER, MC, USN

COMMANDING OFFICER, NAVAL HOSPITAL

USS SANCTUARY (AH-17)

Captain Gerald J. Duffner, Medical Corps, U.S. Navy, was born July 32, 1914, in New Baden, Illinois. He was educated in Colorado, receiving a B.A. from Denver University and an M.D. from Colorado University. He served his internship at the U.S. Marine Hospital, New Orleans, Louisiana, during 1941-42. He entered the Navy in 1942 and has served continuously since that time. His wartime duty included a tour aboard the USS NEW JERSEY.

During 1945, Captain Duffner attended the Navy Deep Sea Diving and Submarine schools. He was designated a Submarine Medical Officer in 1946. His principal assignments include, Staff, Submarine Squadron Three; Executive Officer, Navy Medical Research Institute; Commanding Officer, Submarine

Medical Research Laboratory; and Director, Submarine Medicine Division, Bureau of Medicine and Surgery. His last assignment before coming to SANCTUARY was Surgeon, Atlantic Command and Atlantic Fleet in the headquarters of the Commander in Chief at Norfolk, Virginia.

Captain Duffner's medals and decorations include the Legion of Merit, Joint Service Commendation Medal, Asiatic Pacific Campaign Medal with seven engagement stars, and the Philippine Liberation Medal with one star.

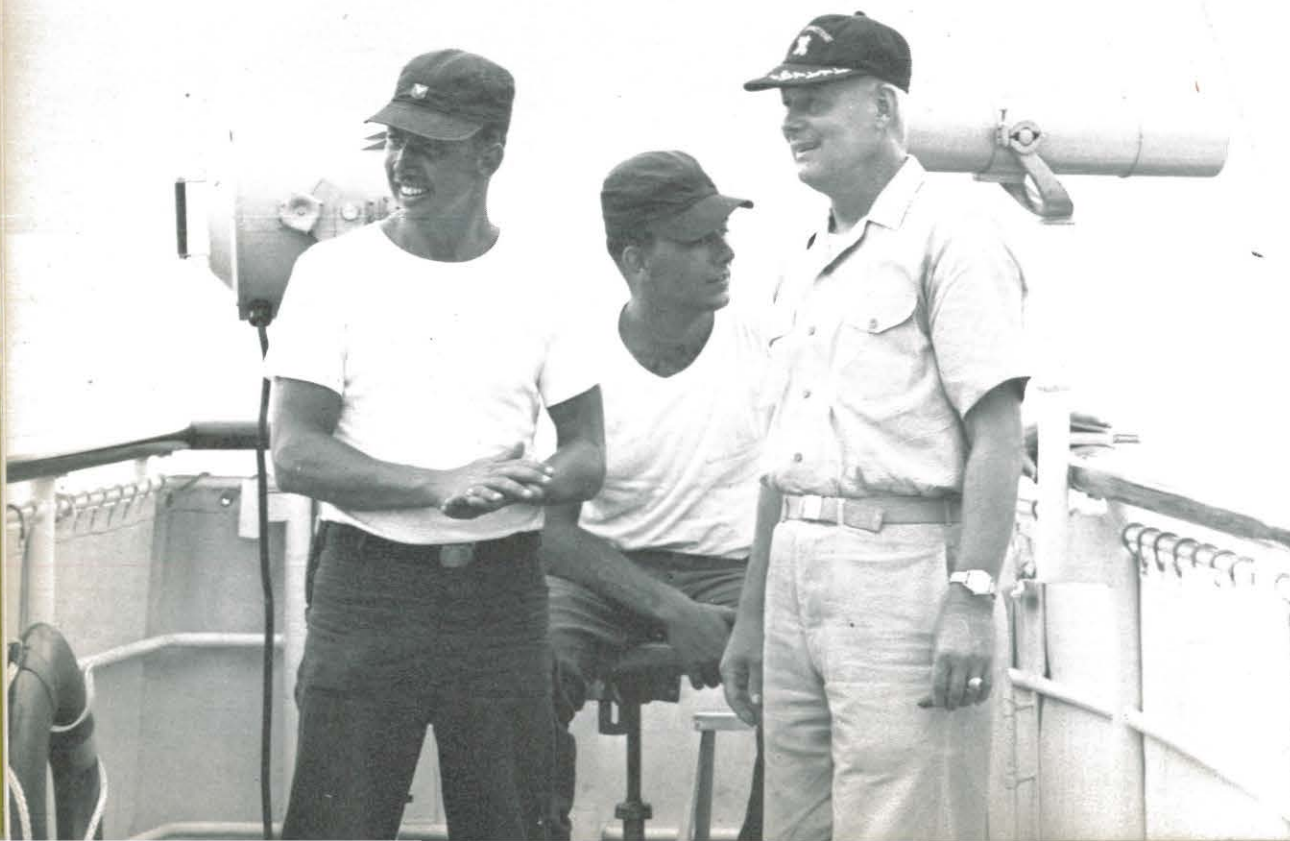
Captain Duffner has specialized in Preventive Medicine and is a Fellow of the American College of Preventive Medicine. He is married to the former Mabel Harbison of Hammond, Indiana.

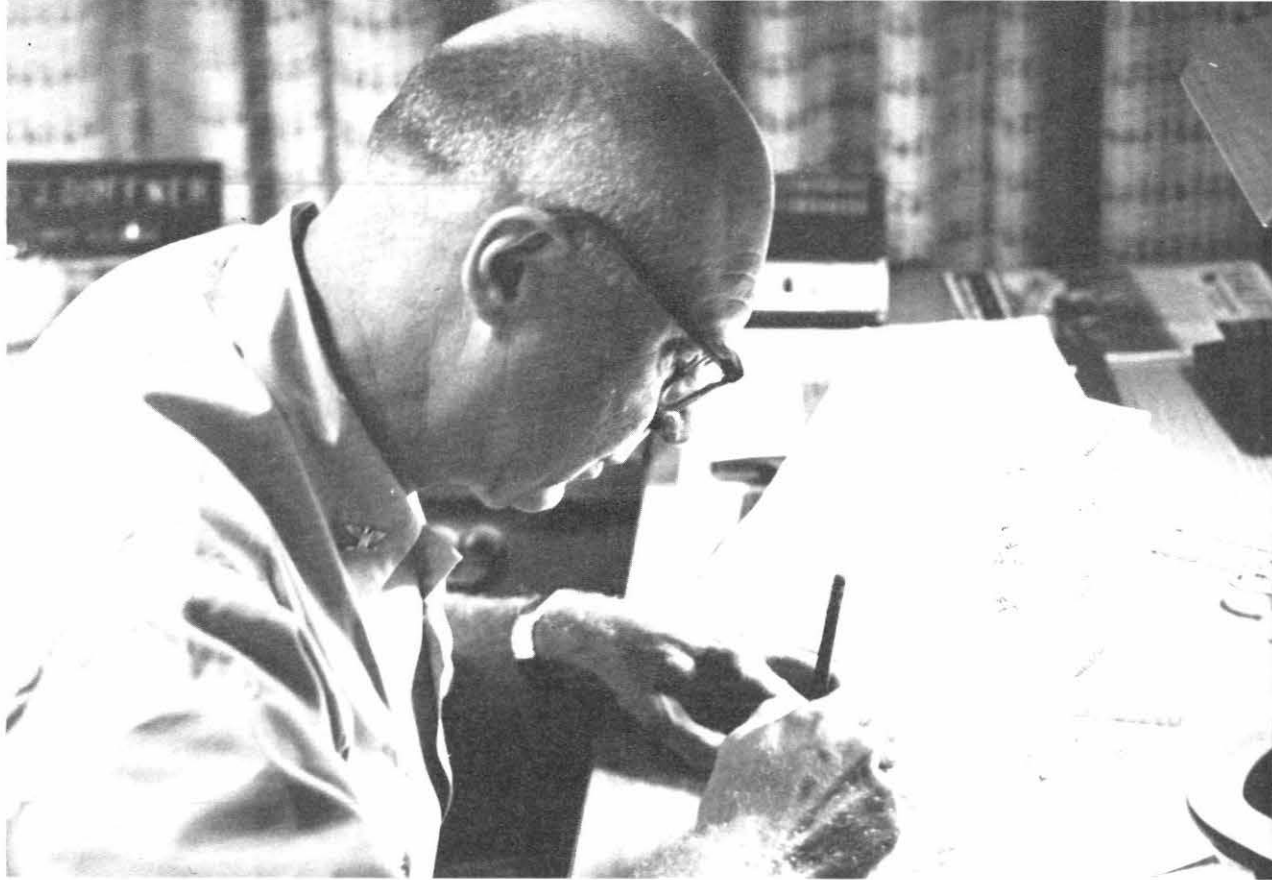


Captain Collingwood confers with his executive officer,
Cdr McKinney.



Captain Collingwood with his signalmen, SM/2 Peek and SN Sarton.



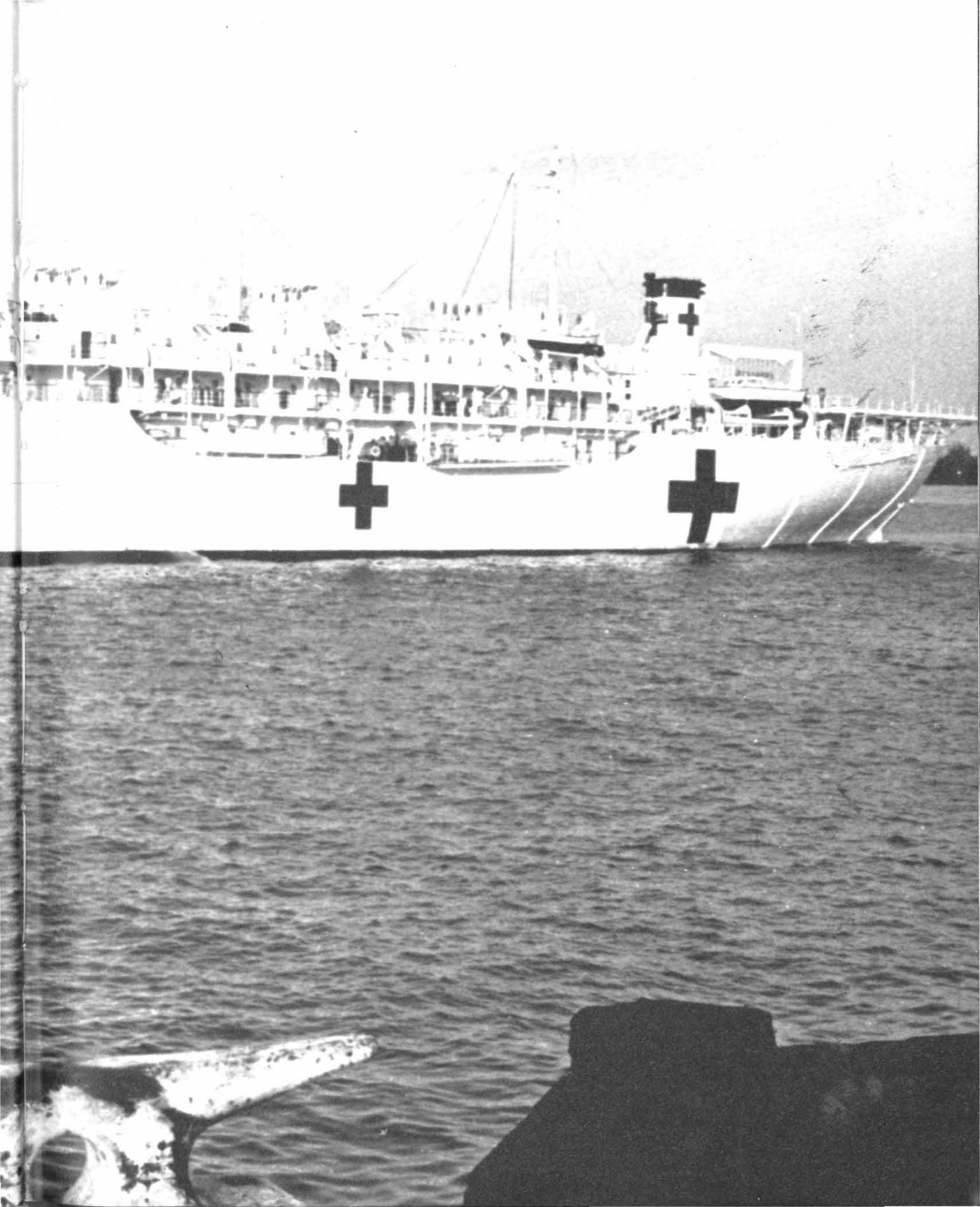


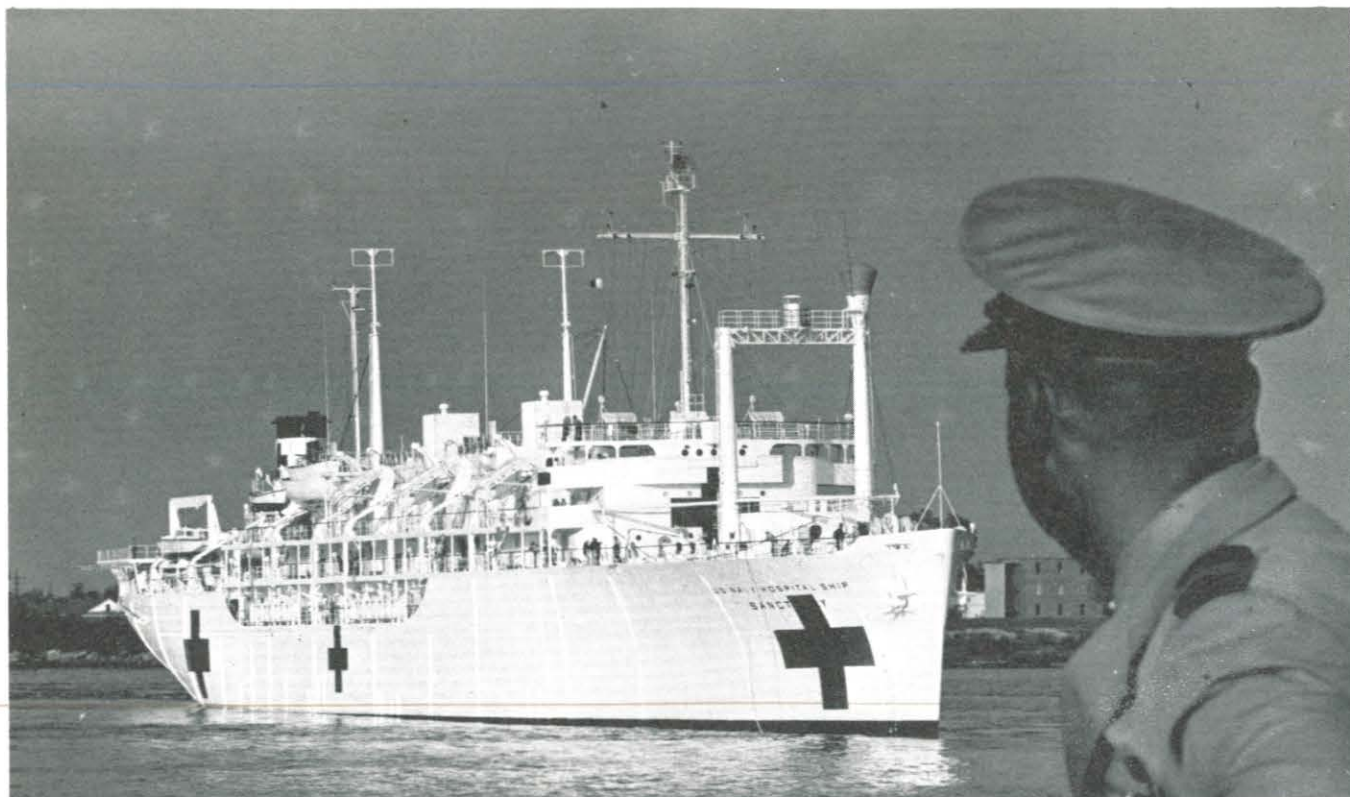
Captain Duffner sails through "paper work" in his cabin.



Captain A.F. Betzell, USN, awards Captain Duffner the Legion of Merit.







SANCTUARY rounds the bend in the Mississippi River on her way downstream from the Avondale Shipyard, Nov. 14, 1966.



Cdr Knox agrees with the warning on the New Orleans wharf.



Sizing up the SANCTUARY on her way to her commissioning ceremony.

November 15, 1966, Commissioning Day, dawned sunny and bright. The band from the Naval Air Basic Training Command in Pensacola was alongside on the pier, playing spirited tunes. Navy and Marine families, friends and visiting officers were gathered by the ship to witness the proceedings. The ship was decorated with red, white and blue bunting.

The executive officer, Cdr McKinney called the ship's officers and men assembled on the helo deck to attention. Chaplain Weber gave the invocation. The guest speaker, Dr. Alton Ochsner, addressed the assemblage, discussing the prior history of SANCTUARY and the role she was to play in the medical treatment of those wounded in Vietnam.

Rear Admiral Pierre N. Charbonnet, Jr.,

USN, read the orders from the Chief of Naval Operations, accepted the ship on behalf of the U.S. Navy and at his command, the commissioning pennant fluttered to the top of the main mast, the National Ensign to the flagstaff and the Union Jack forward on the jackstaff. The ship had been properly commissioned.

Captain Collingwood, assuming command of the ship, ordered that the flag of Commander, Service Force, Atlantic Fleet, be broken, Captain Duffner read his orders as commanding officer of the Naval Hospital and Cdr McKinney was ordered to "Set the Watch". After the commissioning prayer, a gala reception was held in the wardroom aboard SANCTUARY and visitors poured through the ship.



Captain Weber read the Invocation during the Commissioning Ceremony, 15 November, 1966.

COMMISSIONING CEREMONY

USS SANCTUARY (AH-17)

15 November 1966

Band Selections

Naval Air Basic Training Command
Pensacola, Florida
Directed by Cwo F. L. Emond, USN

Invocation

Lcdr C. R. Weber, CHC, USN
Ship's Chaplain

Welcome and Introduction

Capt H.A. Gerdes, USN
Industrial Manager, USN
Eighth Naval District

Remarks and Introduction
of Principal Speaker

Radm P.N. Charbonnet, Jr., USN
Commandant, Eighth Naval District

Address

Dr. A.J. Ochsner

Commissioning

Radm P.N. Charbonnet, Jr., USN

Assumption of Command

Capt J.F. Collingwood, USN
Commanding Officer

Assumption of Command
Naval Hospital

Capt G.J. Duffner, MC, USN
Commanding Officer, Naval Hospital

Setting of the Watch

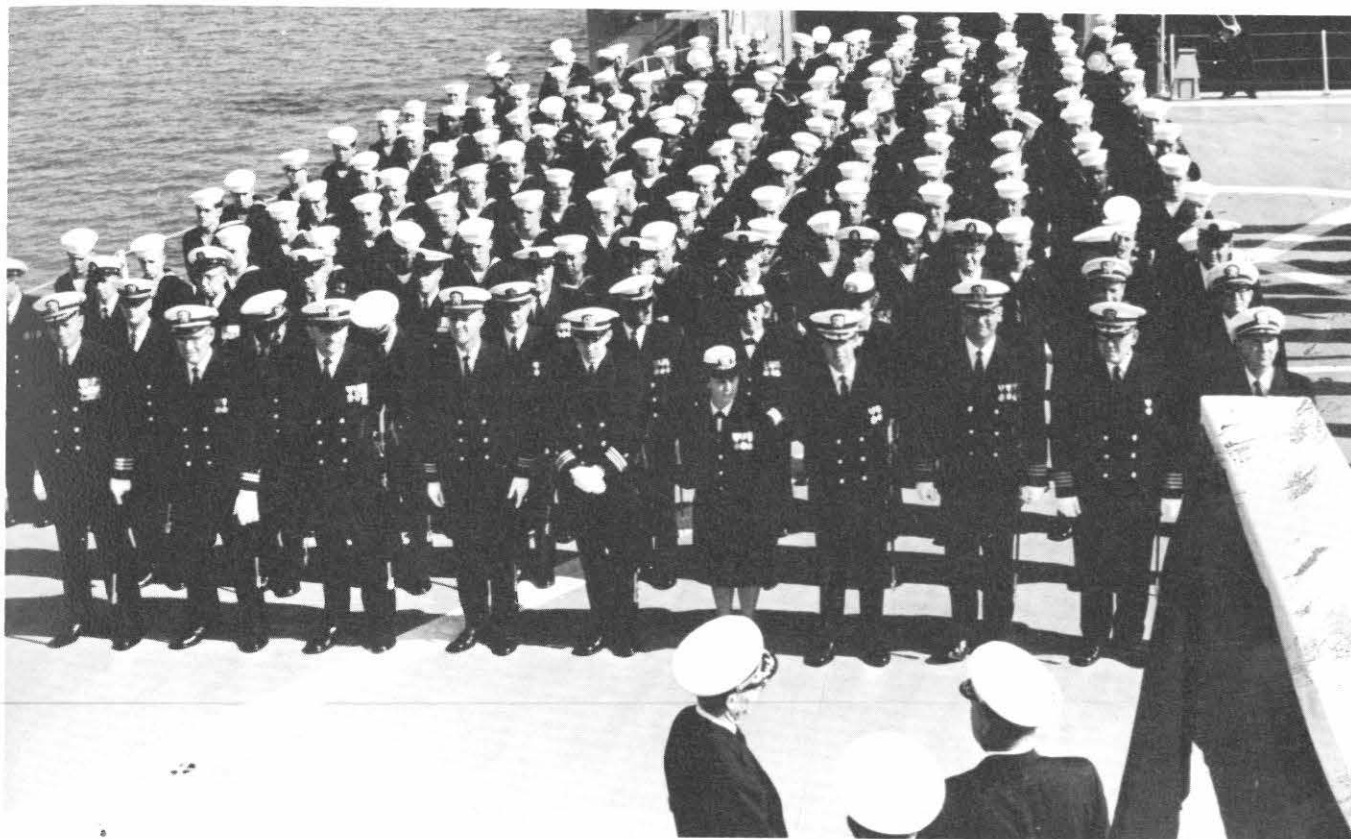
Cdr R.A. McKinney, USN
Executive Officer

Commissioning Prayer

Lcdr C.R. Weber, CHC, USN

Reception

Aboard USS SANCTUARY



Hospital company on starboard side, helo deck, during commissioning ceremonies.

Ship's company, port side, helo deck, during commissioning ceremonies.





**"COMMISSIONING DAY
ACTIVITIES"
November 15, 1966**





(Photo above) During the next two weeks, the ship was made ready for sea. Ship and hospital stores and supplies were ordered and loaded aboard. A one day sea trial was held with the representatives from Avondale Shipyard aboard. During the evenings, however, all was not work, and the crew availed themselves of the sights and splendors of New Orleans. A ship's roster taken during a Saturday night on Bourbon Street would have found few of the crew absent from muster. Canal Street, the widest "main" street to be found in any large city in the United States, serves as the dividing line between the Vieux Carre, or old city, and the new, modern city. It was named for a waterway which was planned but never actually dug.

(Photo at right) Reverend T.A. McDonough, CSSR, the Port Chaplain of the City of New Orleans, presents "The Apostle of the Sea" to Captain Collingwood after first mass aboard ship.





Ante-Bellum Home: This old home, located in what is known as the Garden District of New Orleans, is typical of the spacious mansions constructed here during the prosperous sugar cane and steamboat era prior to the Civil War. This home, constructed in 1856, now houses State College, the South's oldest business college.

St. Louis Cathedral: Built in 1794, St. Louis Cathedral is located in the heart of the old section of the city of New Orleans and faces Jackson Square. The Andrew Jackson Statue is to the right. During the War Between the States, the inscription, "The Union Must and Shall be Preserved" was chiseled into the base of the statue by Union forces.

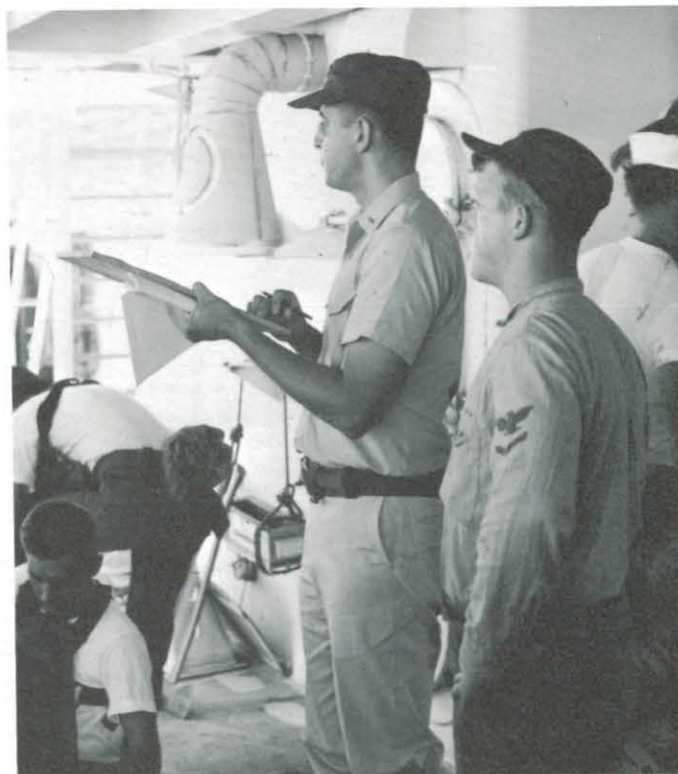


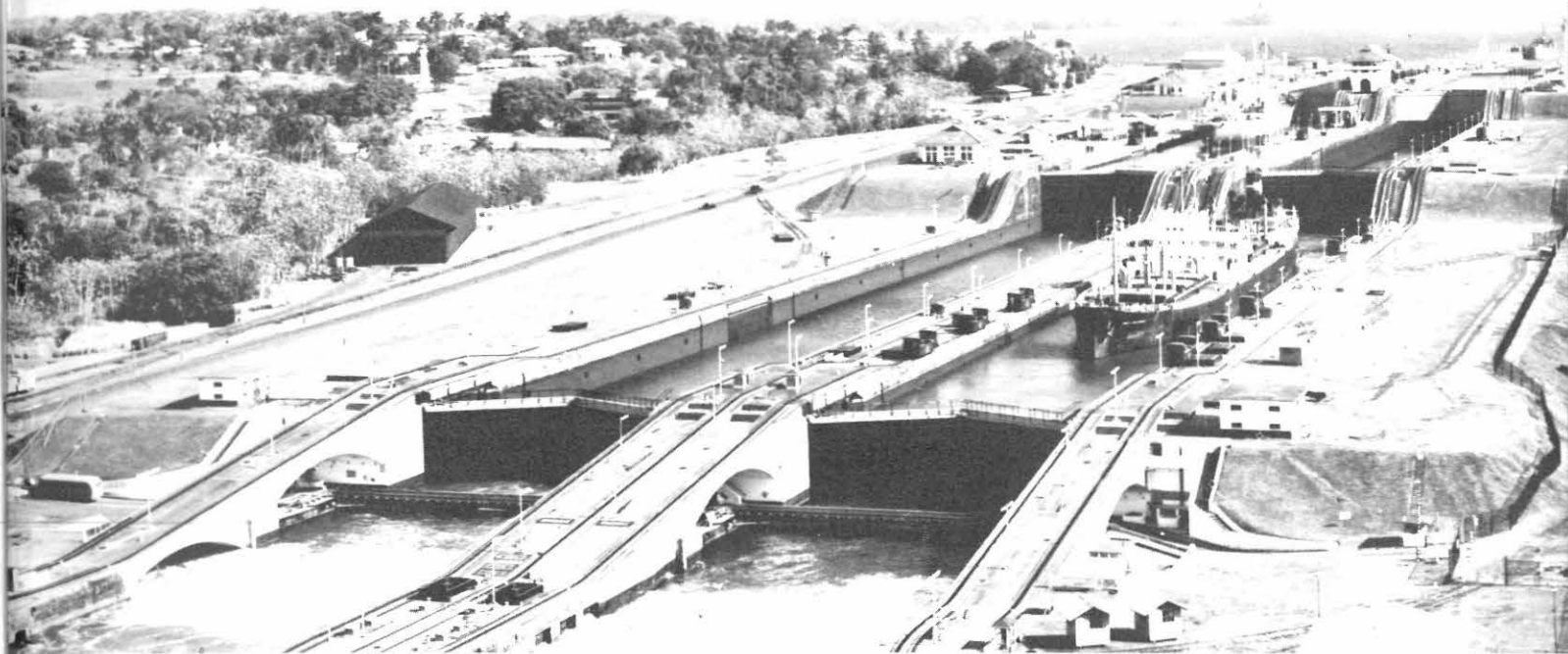


December 2, 1966: Underway on the Mississippi River from New Orleans, bound for San Diego, via the Panama Canal.



Southward steamed SANCTUARY, under azure Caribbean skies. The days were occupied with drills, as in the abandon ship drills pictured here. The crew and the ship were "shaking down" together.





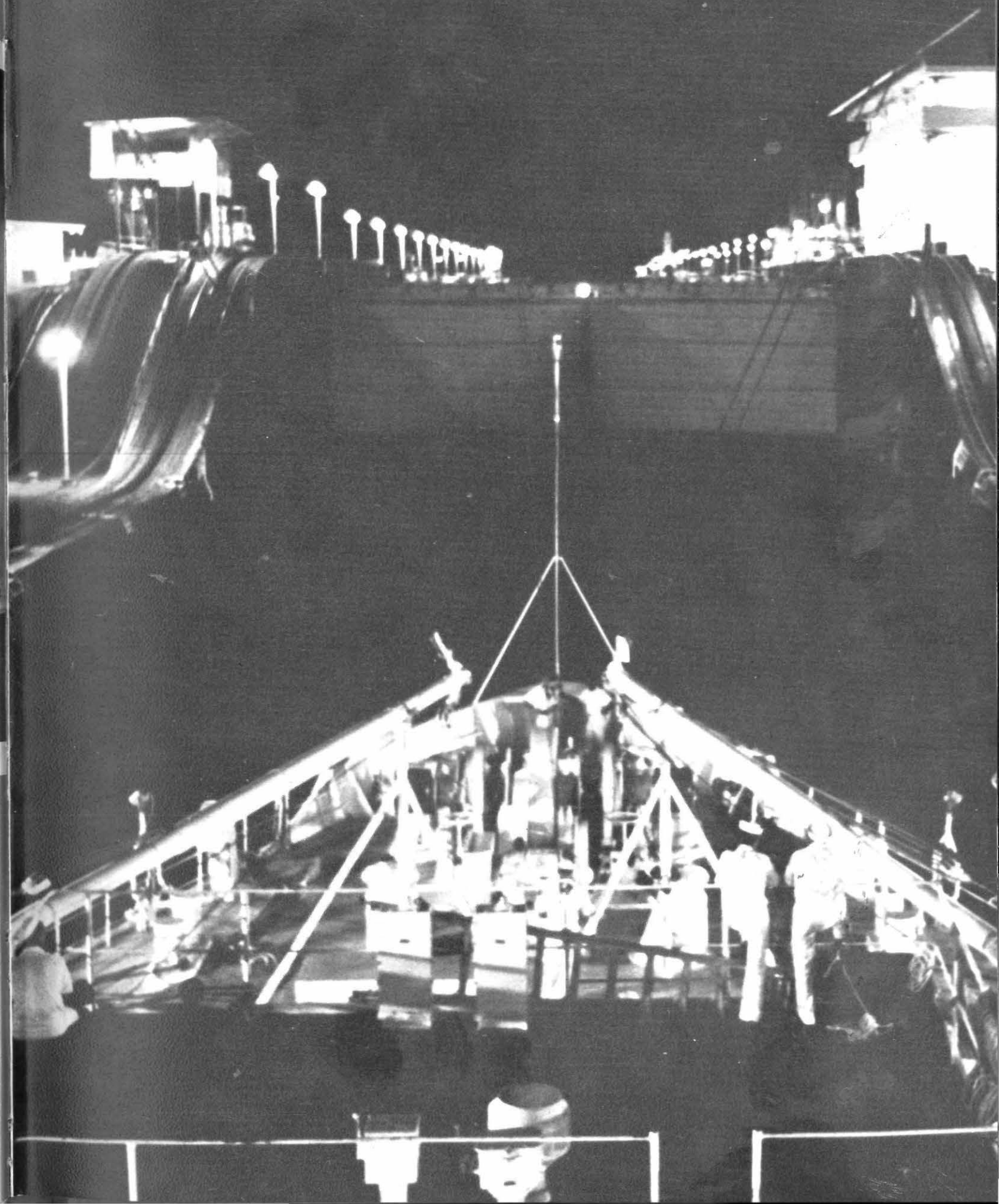
(Top) Gatun Locks in the Panama Canal, with ships transiting both north and south. Water from the locks is spilling into the ocean from higher levels in the foreground. (Bottom) Gaillard Cut, named after the engineer in charge of its evacuation, is one of the three major construction feats that made the Panama Canal possible. Over 168 million cubic yards of earth and rock were removed in its construction.

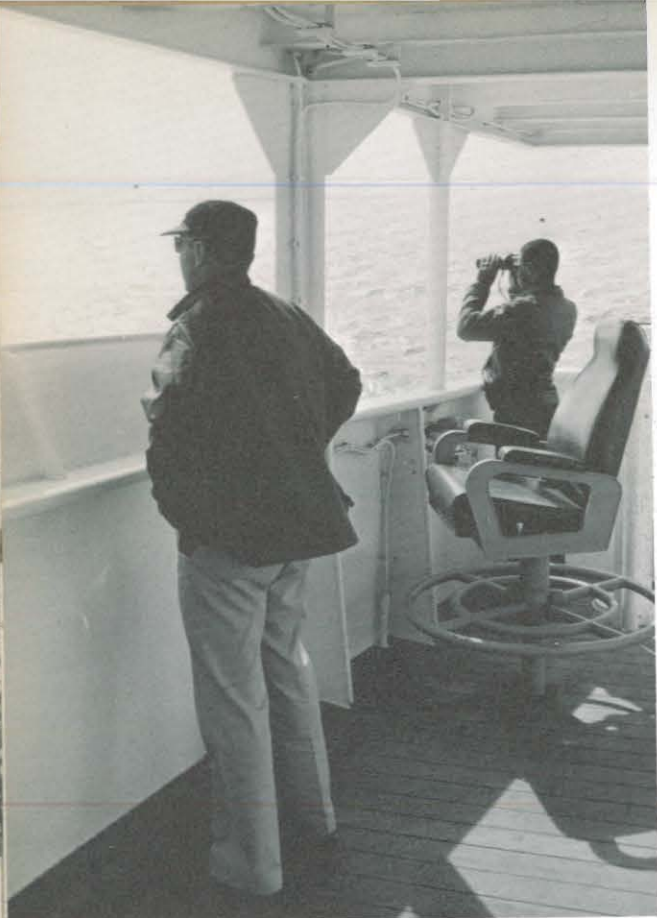




The Southern Cross was visible in the starry heavens in its winter position when SANC-TUARY arrived at Cristobal on the Caribbean side of the Panama Canal. We arrived a quarter of a century to the day after the bombing of Pearl Harbor and spent the 7th of December off Cristobal. That night we made a "night passage" of the canal, navigating

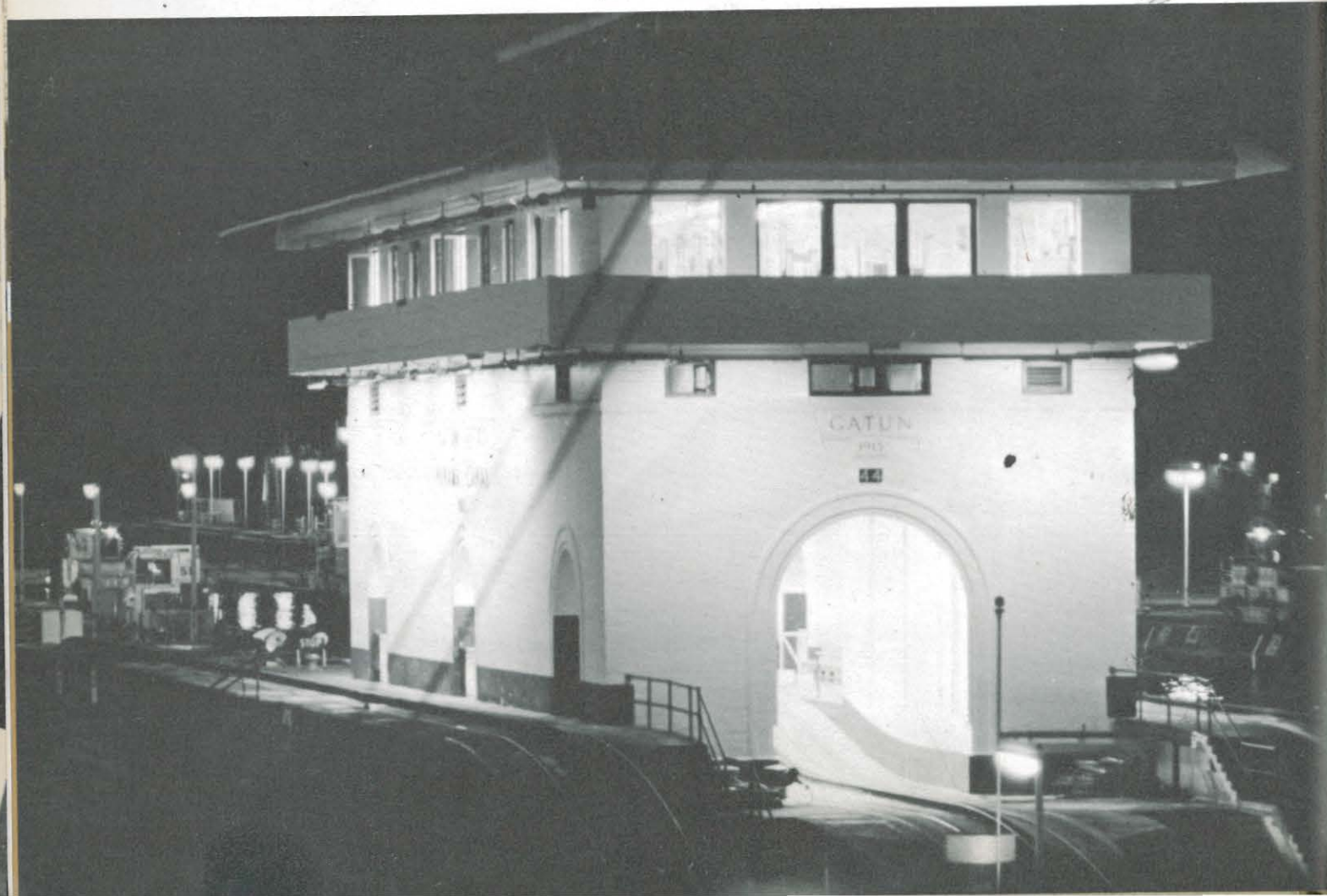
from beacon to beacon, as the ship was gently lifted, lock by lock to freshwater Gatun Lake and then as gently, lowered down the series of locks to the Pacific side. Here, in the early morning just after the dawn, Lt. Galsyn looks across the Caribbean approaches to the Panama Canal, the night dew still fresh on the rails.





Lt Dick Baldwin has the O.O.D. watch on the bridge as we turn north and head up the West Coast of Central America.

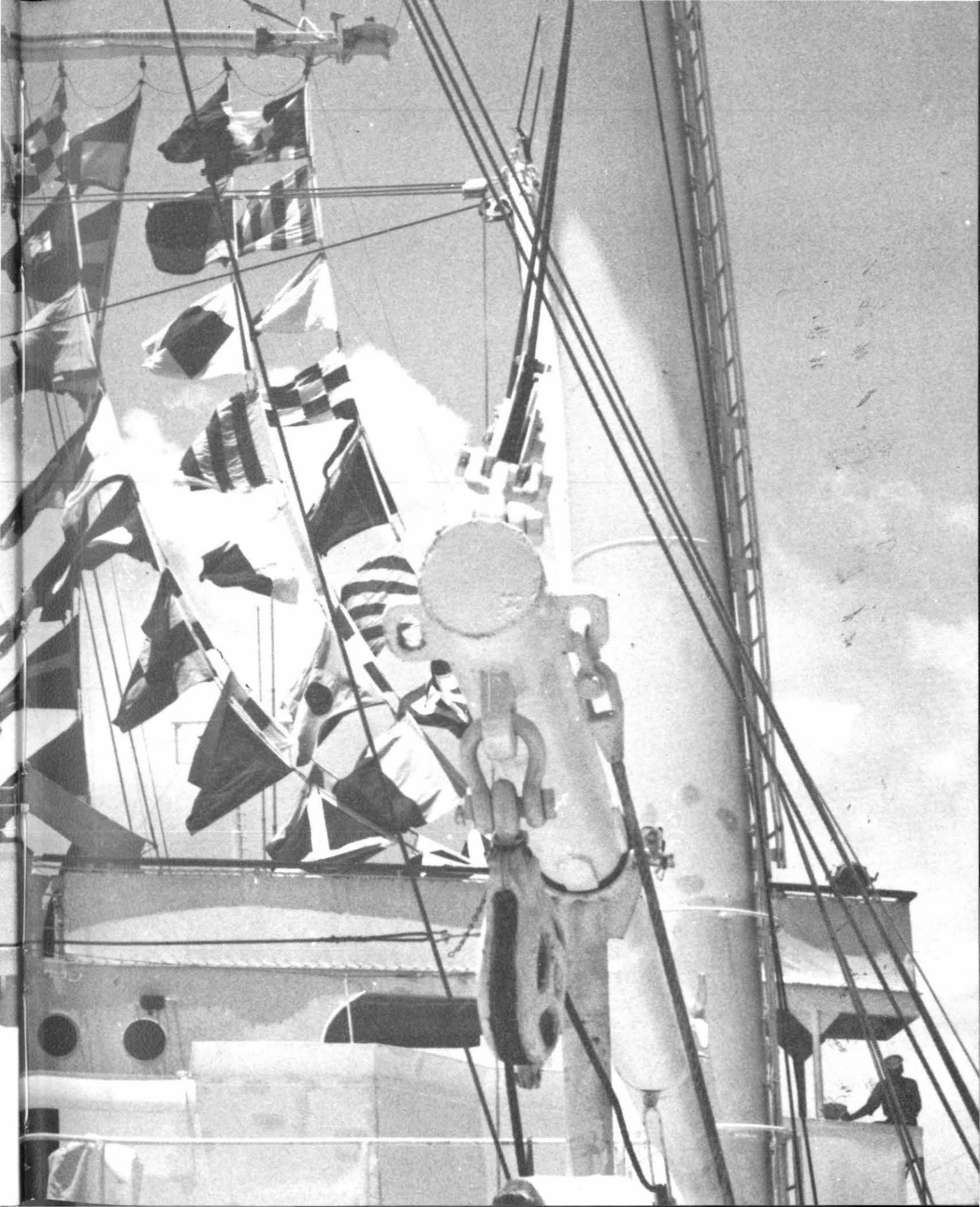
Gatun Lock stationhouse, as we pass it near midnight on December 7, 1966. Note the trolley tracks for the electrical "donkeys" that pulled SANCTUARY through the locks.

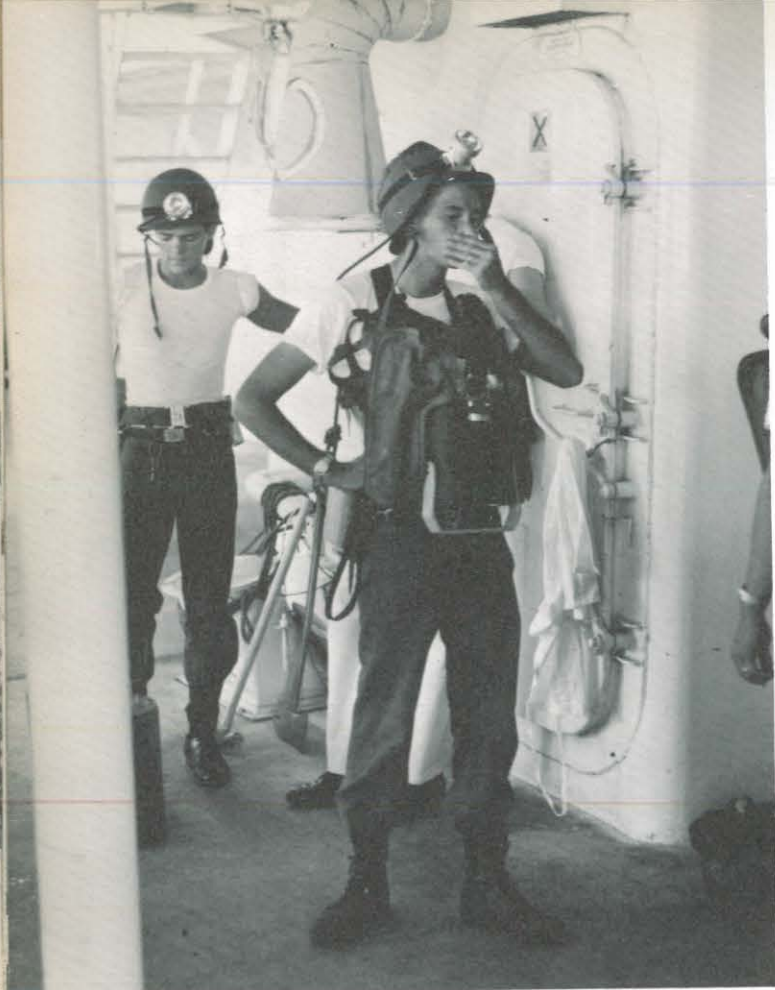


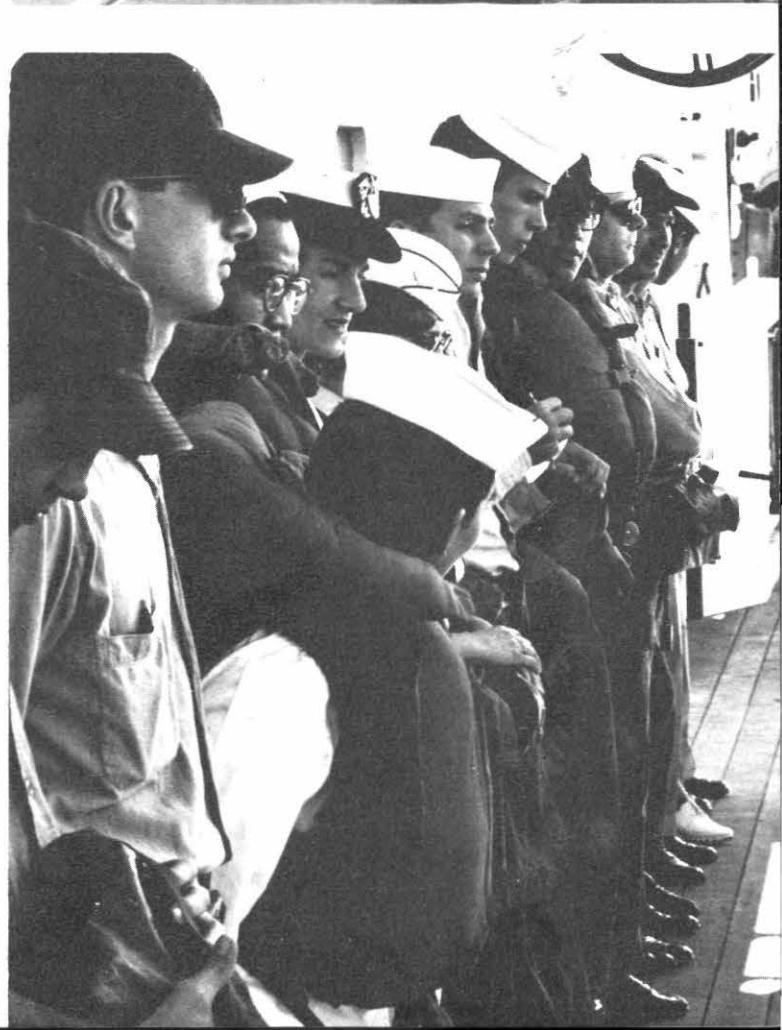
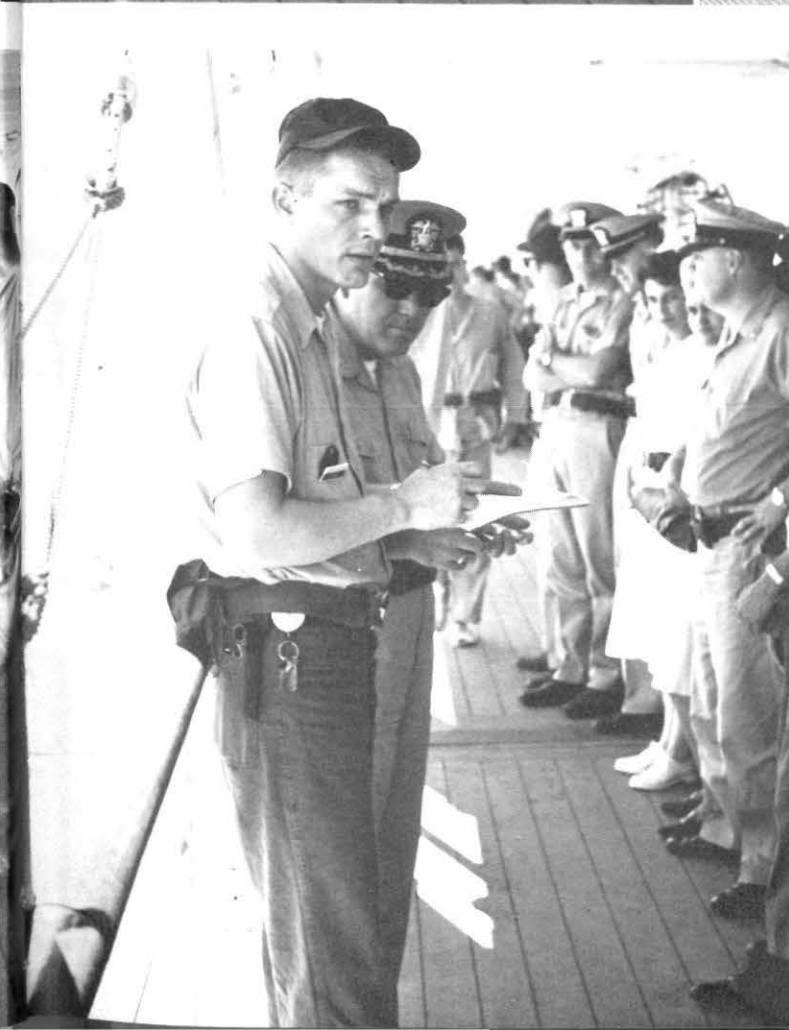
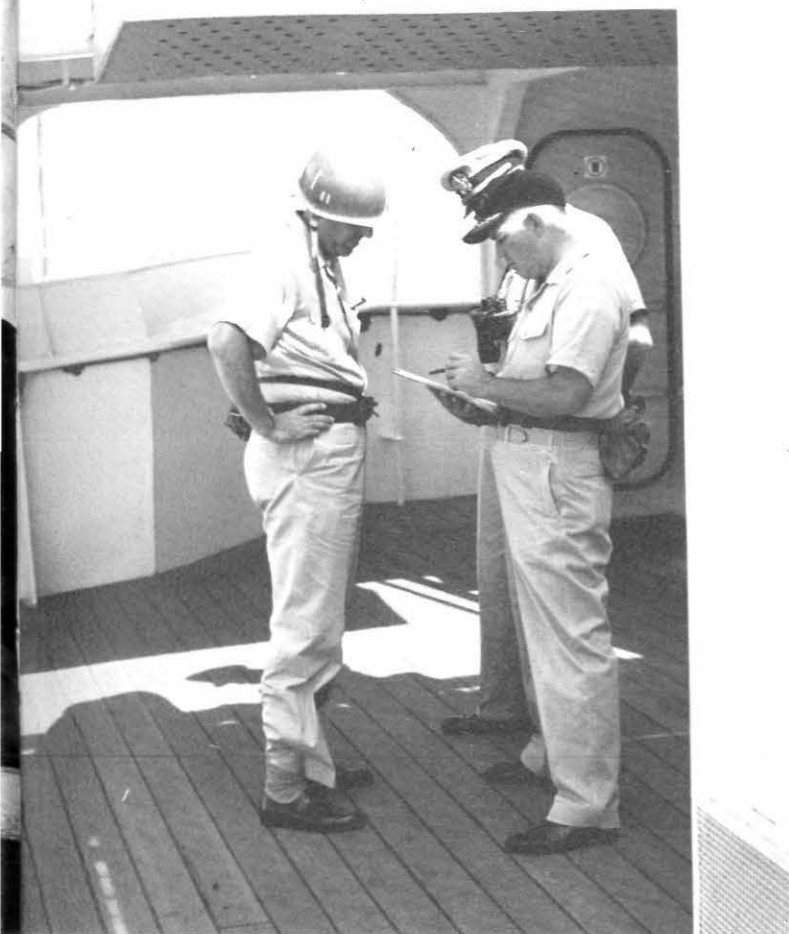
Patient Handling Drill; Helicopter Deck, under the steely gaze of
Cdr Johnny Young, MSC, USN, the hospital administrative officer.

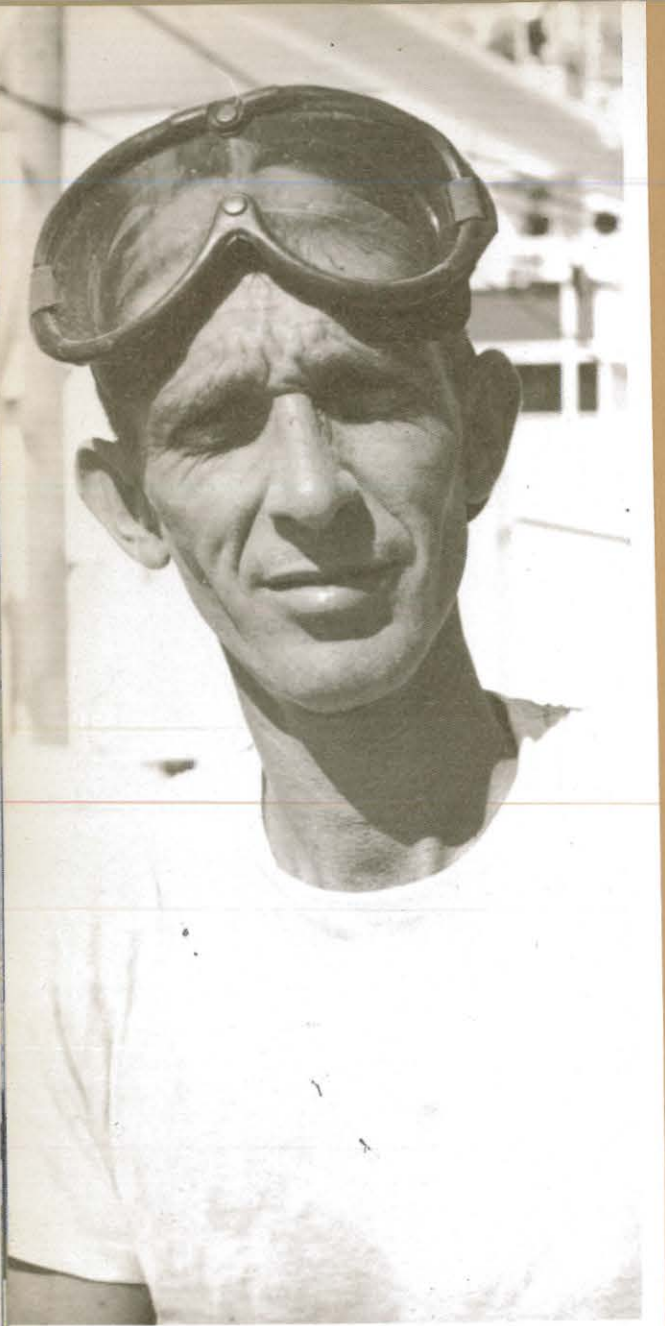


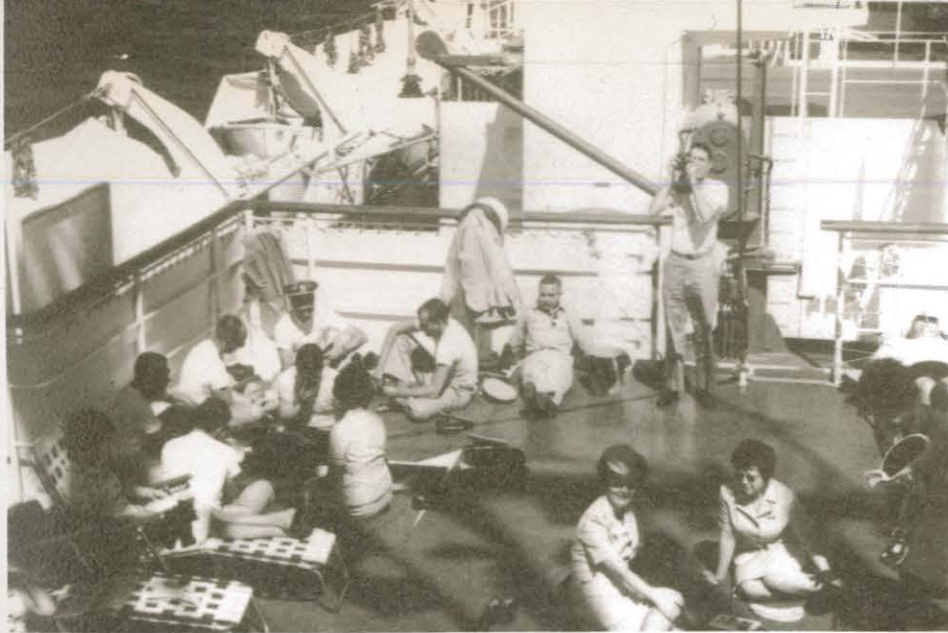




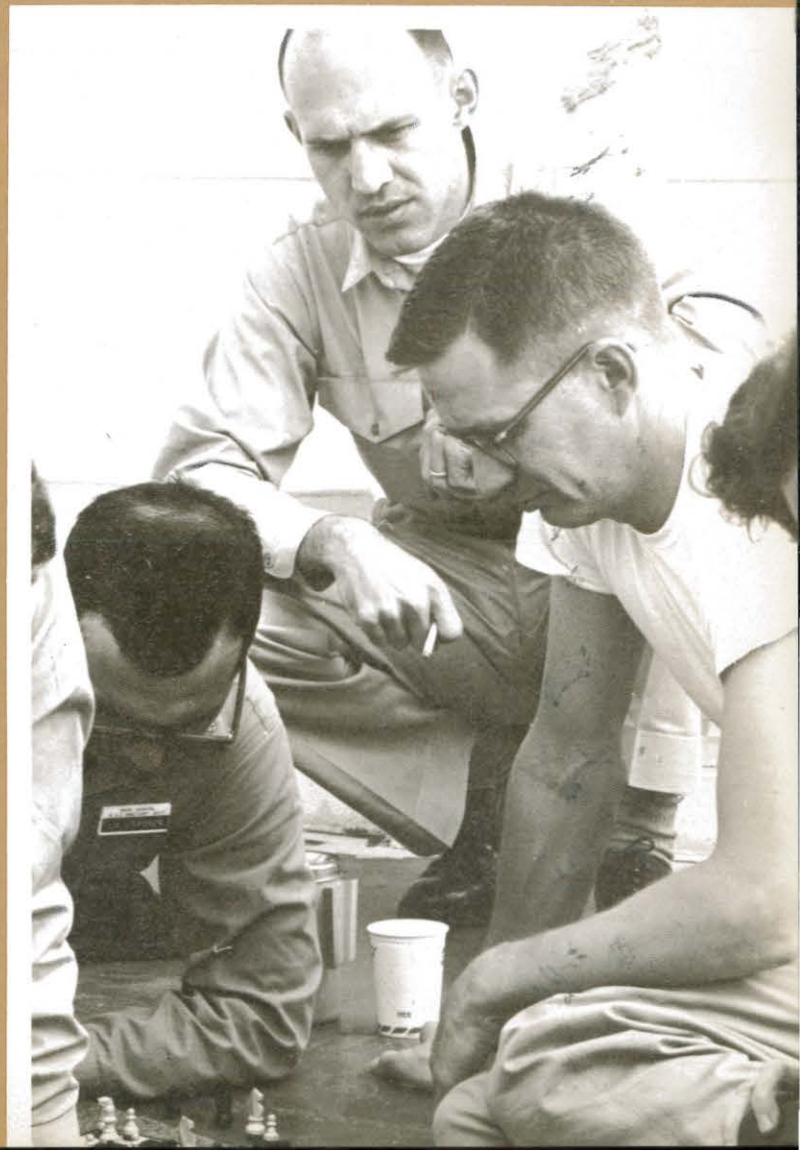


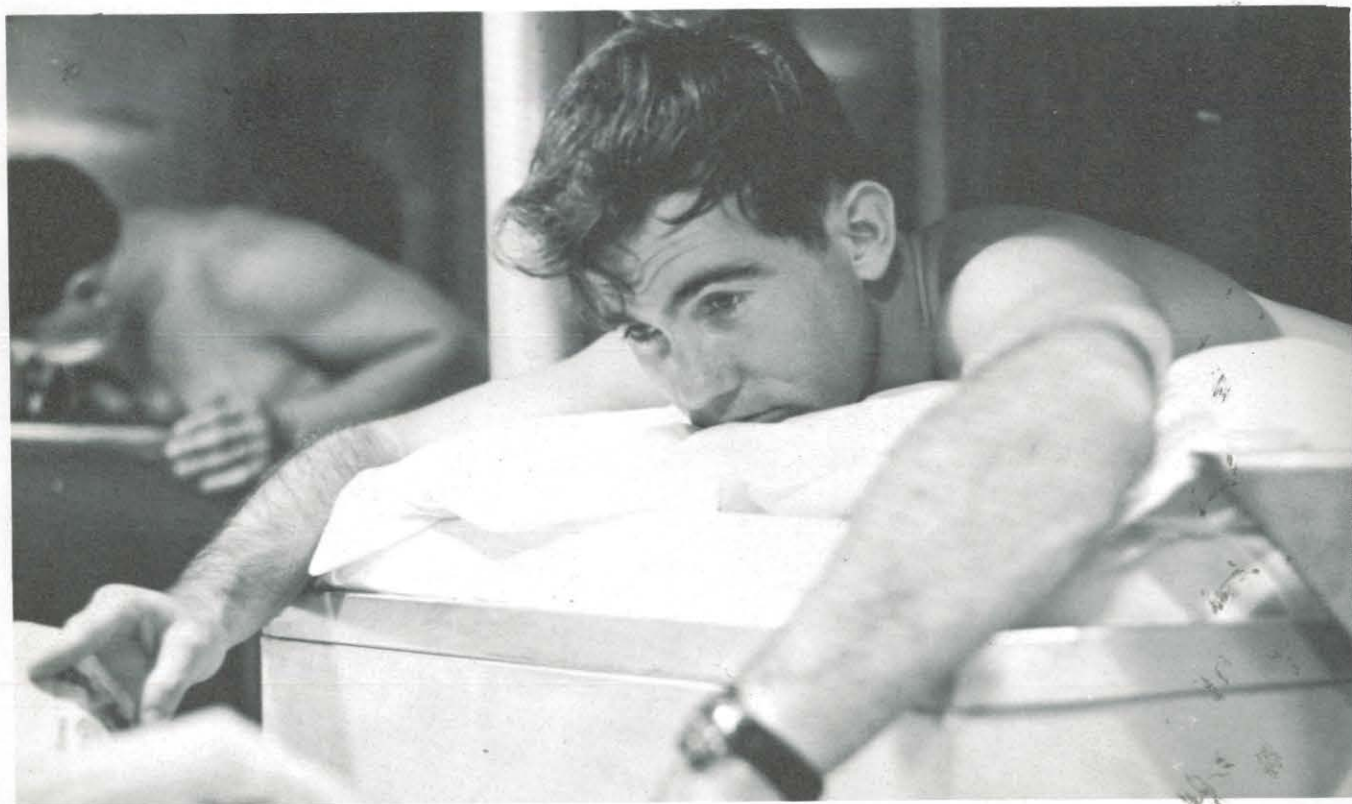






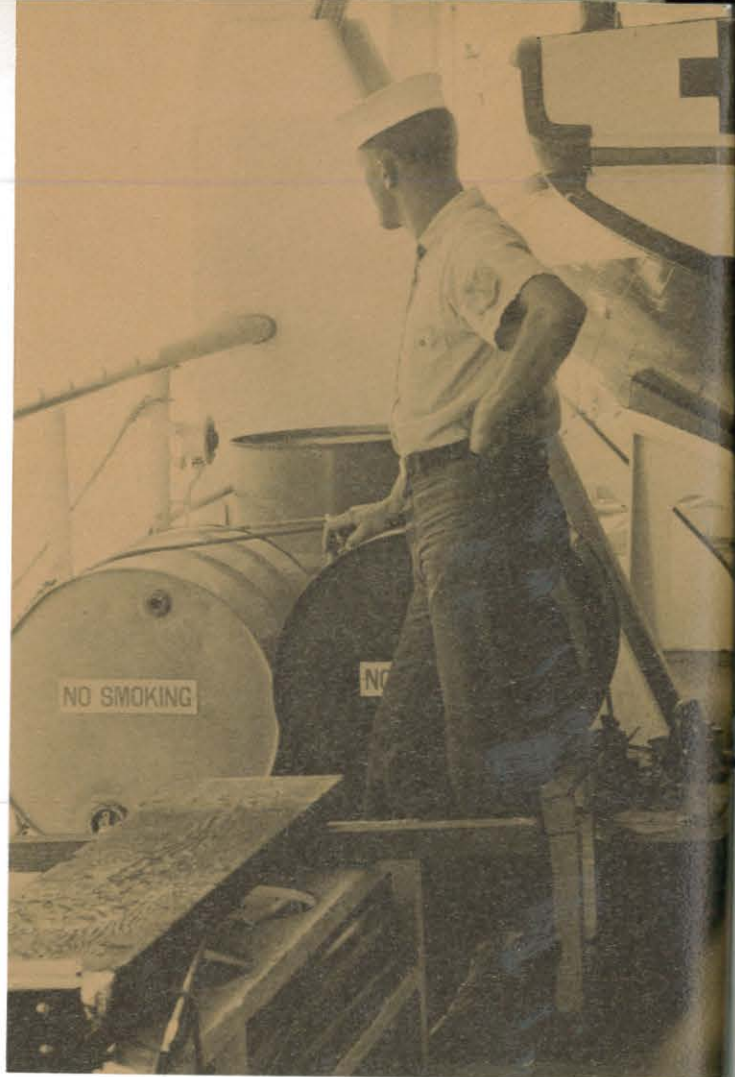
**"AND ON SUNDAYS,
WE RESTED....."**

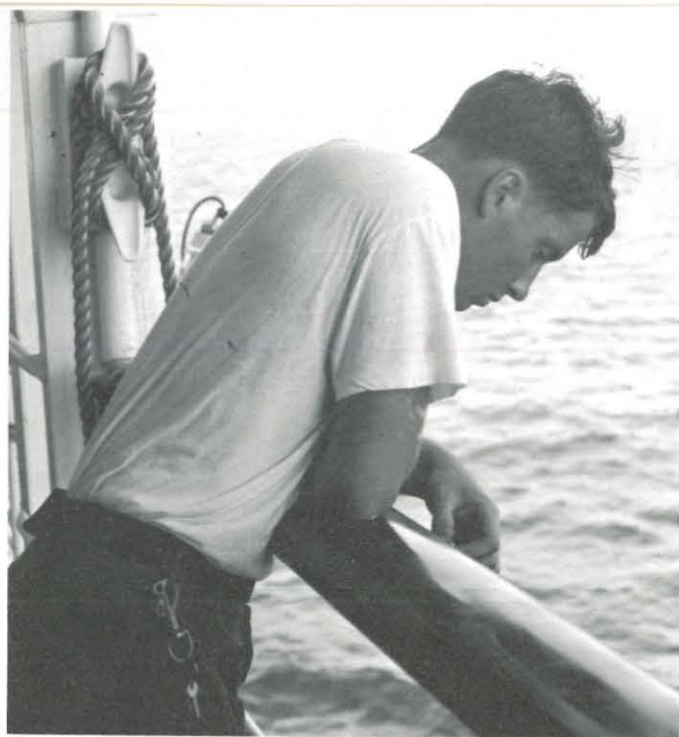
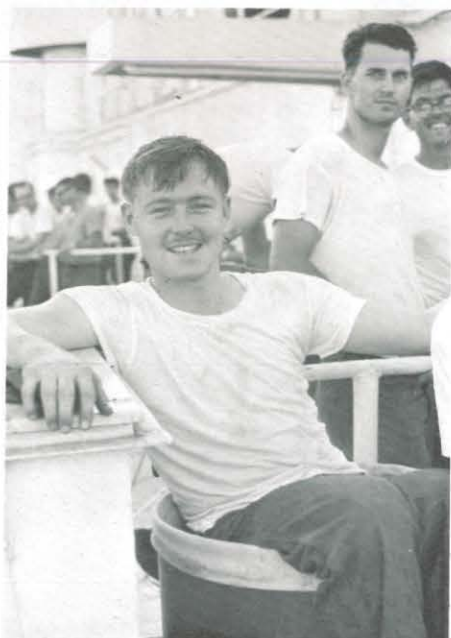




SUNDAY AFTERNOON BARBECUE ON THE HELO DECK.













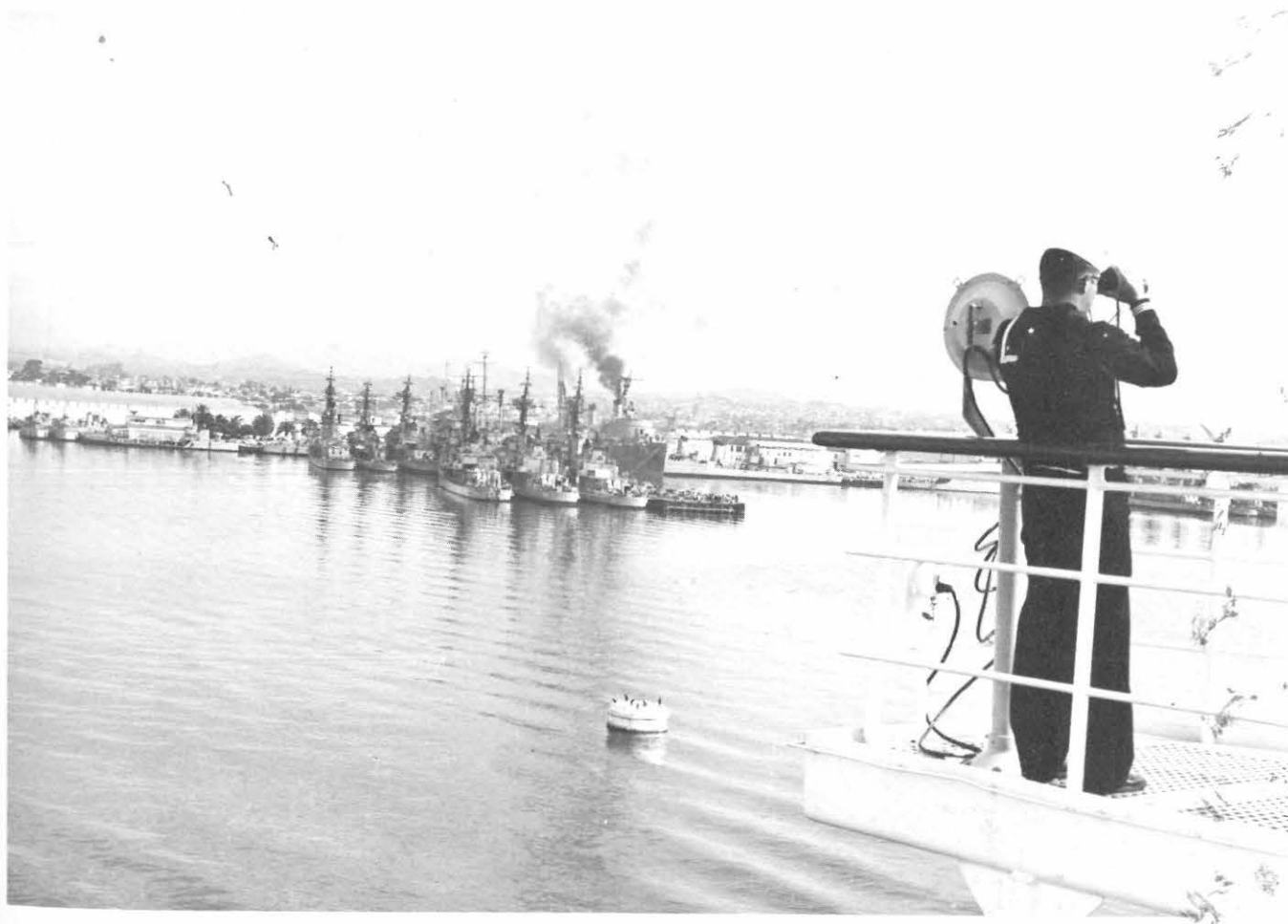
While steaming north off the coast of Mexico, SANCTUARY was called upon to perform her first mission of mercy on her maiden voyage. On 13 December, SANCTUARY received a distress call from the Spanish freighter, Santa Maria Louisa Velasco, stating that she had a very ill seaman aboard and requested medical assistance.

SANCTUARY dispatched a motor whale boat under the command of Ensign Drummer and carried Lcdr Poley as the medical officer to the freighter. Dr. Poley examined the patient and determined that immediate hospitalization was necessary. The language barrier

was surmounted by the good services of HN Aviles. The stricken seaman was then transferred to SANCTUARY for medical care and hospitalization. Upon SANCTUARY'S arrival in San Diego on 17 December, the Spanish seaman was released under the cognizance of Spanish authorities.

SANCTUARY'S entry into San Diego Bay was delayed by a thick fog bank, but as we passed the Point Loma Lighthouse and entered the North Channel, the sun burned through the fog and we entered the harbor in brilliant, dazzling sunlight.

SM/2 Alexander scans the channel for obstructions as SANCTUARY enters San Diego Bay and prepares to moor outboard of USS JASON (AR-8).

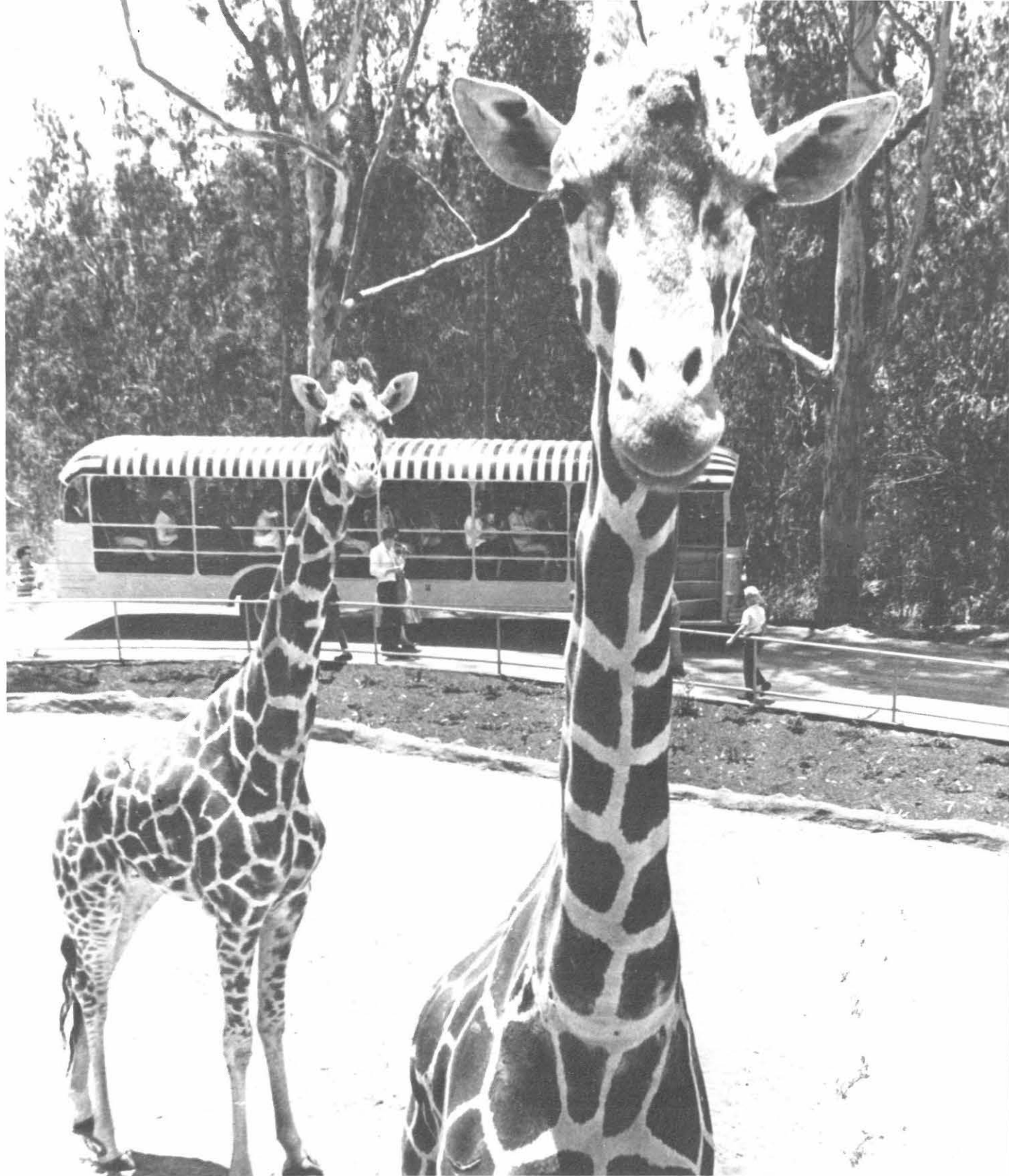




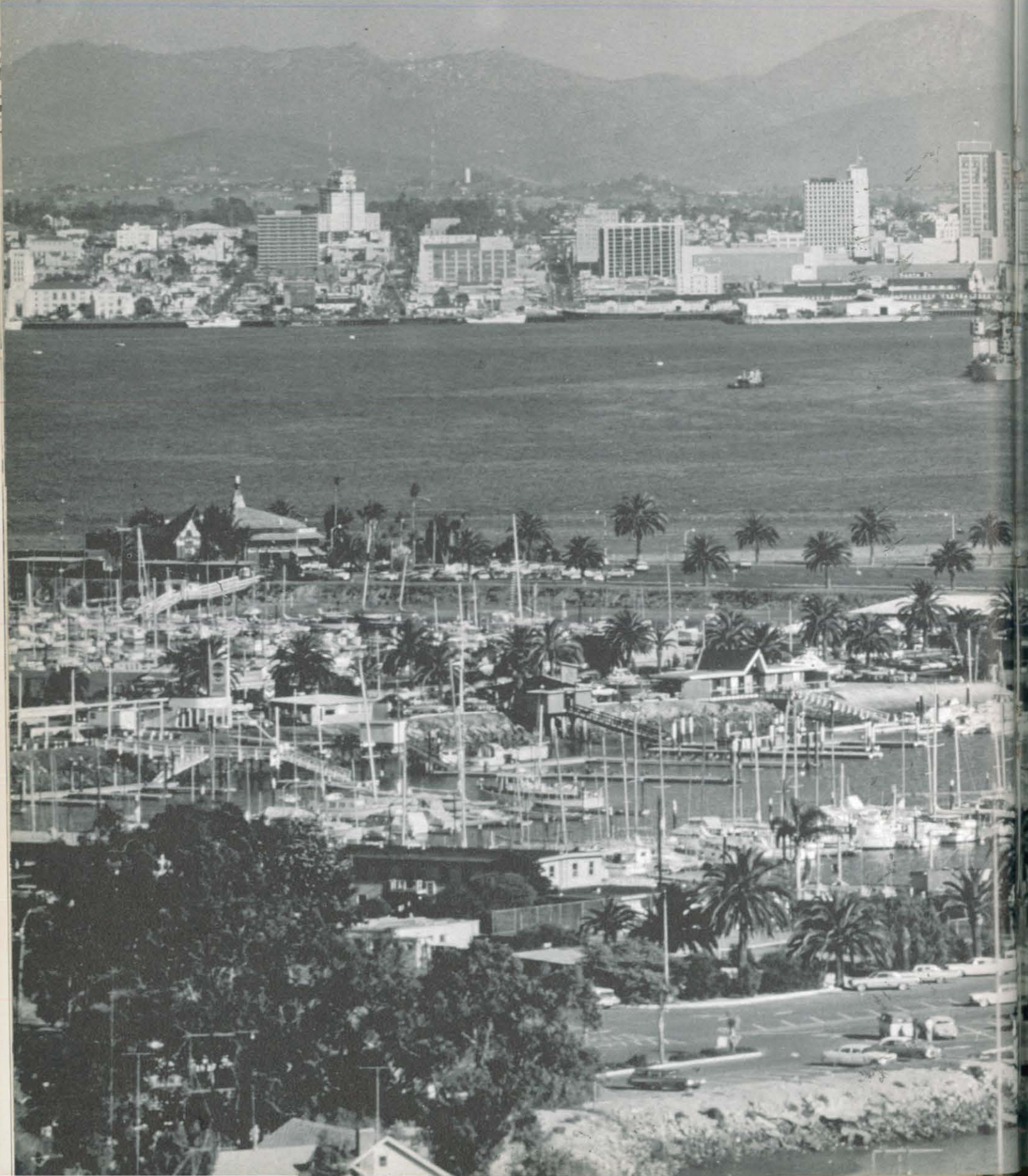
Christmas strings of lights decorate the rigging of the Navy ships in San Diego harbor as SANCTUARY enters port, 17 December, 1966.

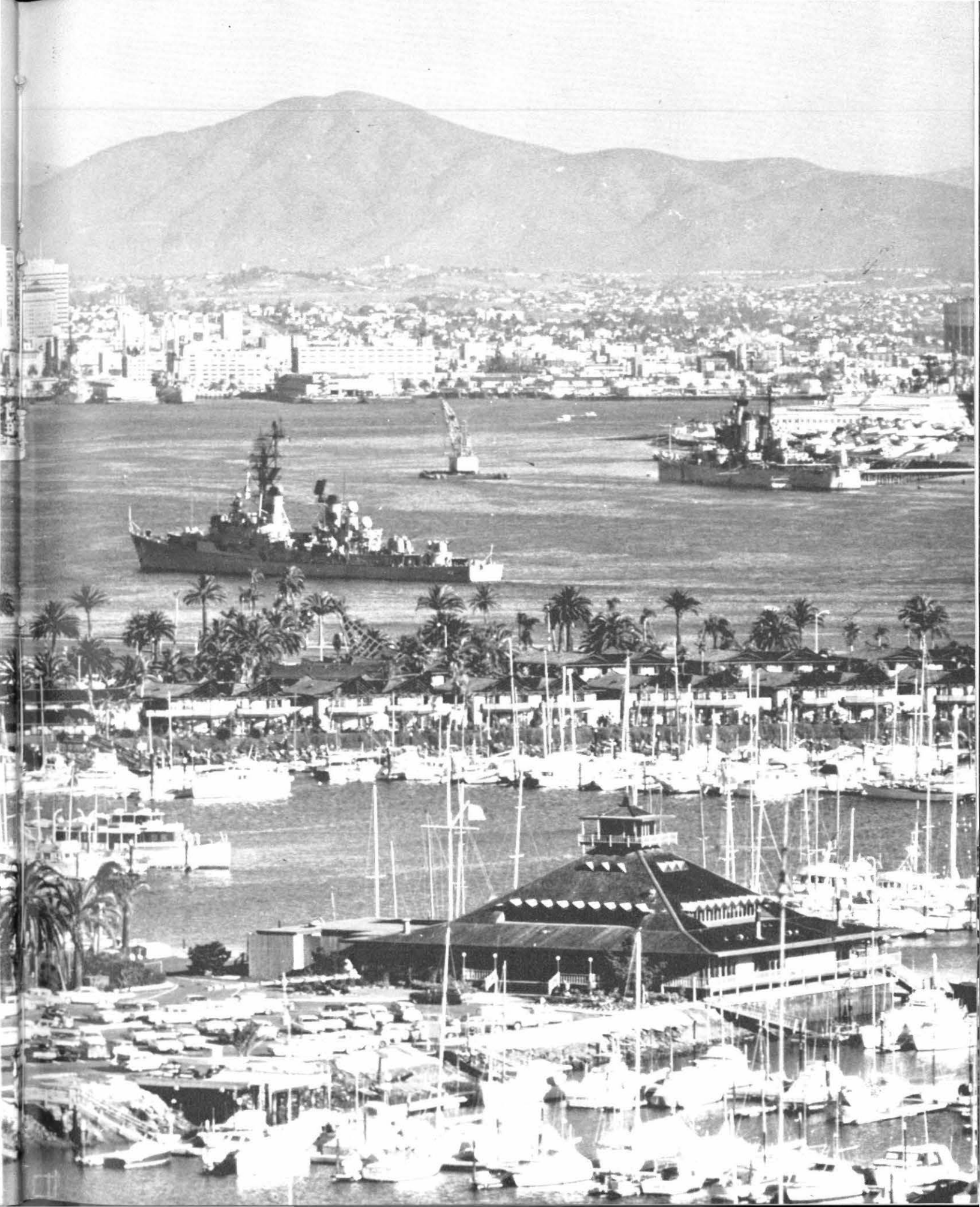
A huge welcome sign is displayed by "Tippy" Thibodeau as she welcomes her husband, Lcdr Dick Thibodeau, DC, USN, and the SANCTUARY to San Diego.



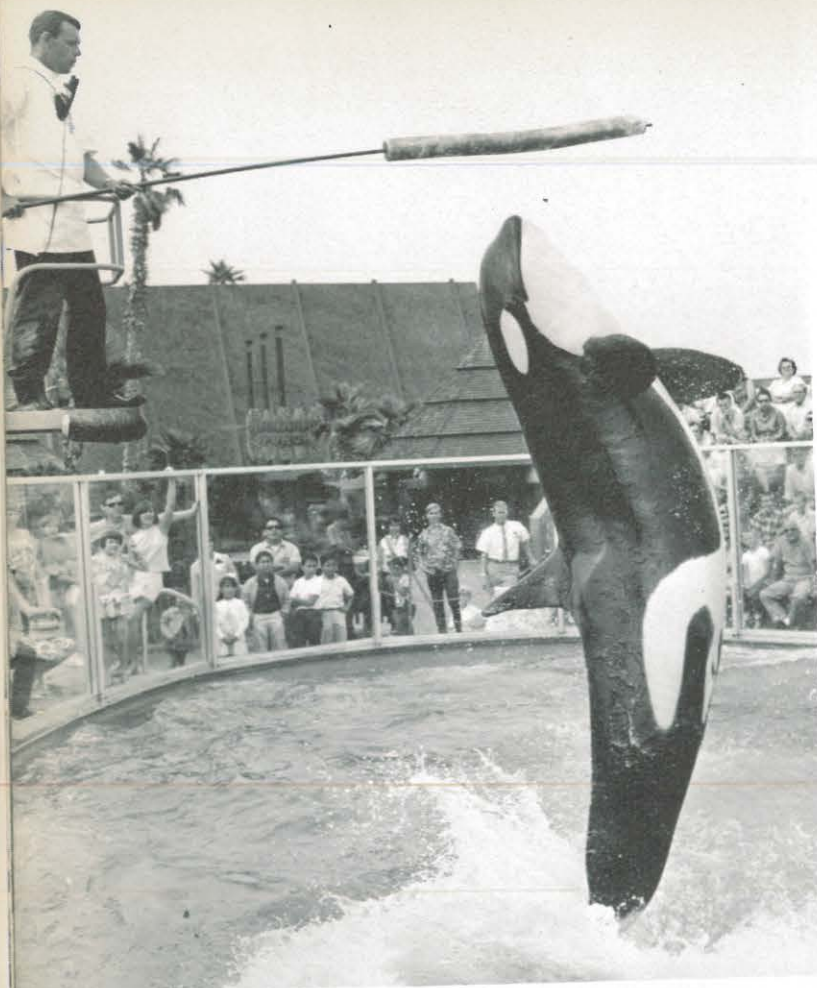


While in San Diego during the Holiday Season, SANCTUARY'S personnel were granted liberal leave and liberty. Here, some of the inhabitants of the San Diego Zoo look back at some of SANCTUARY'S sailors.





While in San Diego, the crew had an opportunity to take in the sights both north and south of the border. Many headed for Sea World where Shamu, the killer whale, put on his performance. Shamu, the only killer whale on public display in the world, is one of the most intelligent of the underwater animals. He weighs 2500 pounds and is fifteen feet long and likes to be fed fresh fish after each trick.



"Oles" resounded from the SANCTUARY crew as they took in the bullfights and the Jai Alai games in Tijuana, Mexico.





Sailors from the SANCTUARY enjoyed watching the wild animals seen at the San Diego Zoo. The attractions were not all located within the enclosures.

A neighboring ship in San Diego was the submarine rescue ship, USS COUGAL (ARS-58)





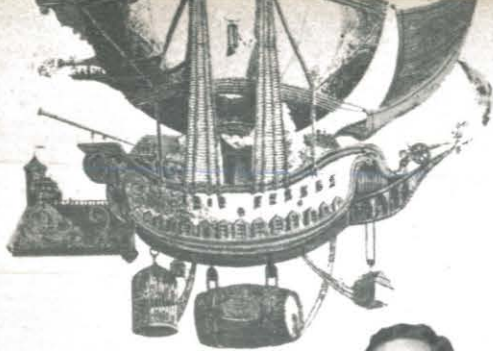
One of the most famous historical landmarks in San Diego is Cabrillo National Monument and the Old Lighthouse situated high atop Point Loma. Out of use since 1891, the lighthouse now serves as an observation point for visitors to view magnificent San Diego Bay. The Cabrillo National Monument commemorates the discovery of California at San Diego in 1542 by Juan Rodriguez Cabrillo.

While in San Diego, on 9 January 1967, SANCTUARY commenced her underway training with the Pacific Fleet Training Group. Training continued while SANCTUARY was underway for San Francisco Bay Naval Shipyard at Vallejo, California, where she arrived on 21 January 1967. While at Vallejo, (Mare Island), SANCTUARY commenced her post-shakedown availability which included minor repairs and alterations. Last minute supplies were brought aboard prior to the deployment to the Western Pacific. While at Mare Island, the crew found San Francisco and its environs to be a beautiful, lovely city.



(Above) Captain Collingwood and Captain Duffner are guests of the officers of the wardroom as SANCTUARY nears San Francisco. (Center and bottom) The U.S. Marines of the Marine Barracks at Mare Island host the crew of the SANCTUARY at a party and football game while the ship is at Mare Island.





At the Alameda Naval Officer's Club, officers and their ladies of SANCTUARY have one last party before heading out to the Pacific. (Top left) Lt (jg) and Mrs. Luke Ellis. (Above) Captain Collingwood, Cdr McKinney and Lcdr McHugh talk to Cdr Frank G. Zinzler, USN, the commanding officer of the USS ORLECK. (Below left) Lcdr and Mrs. Tom McHugh.



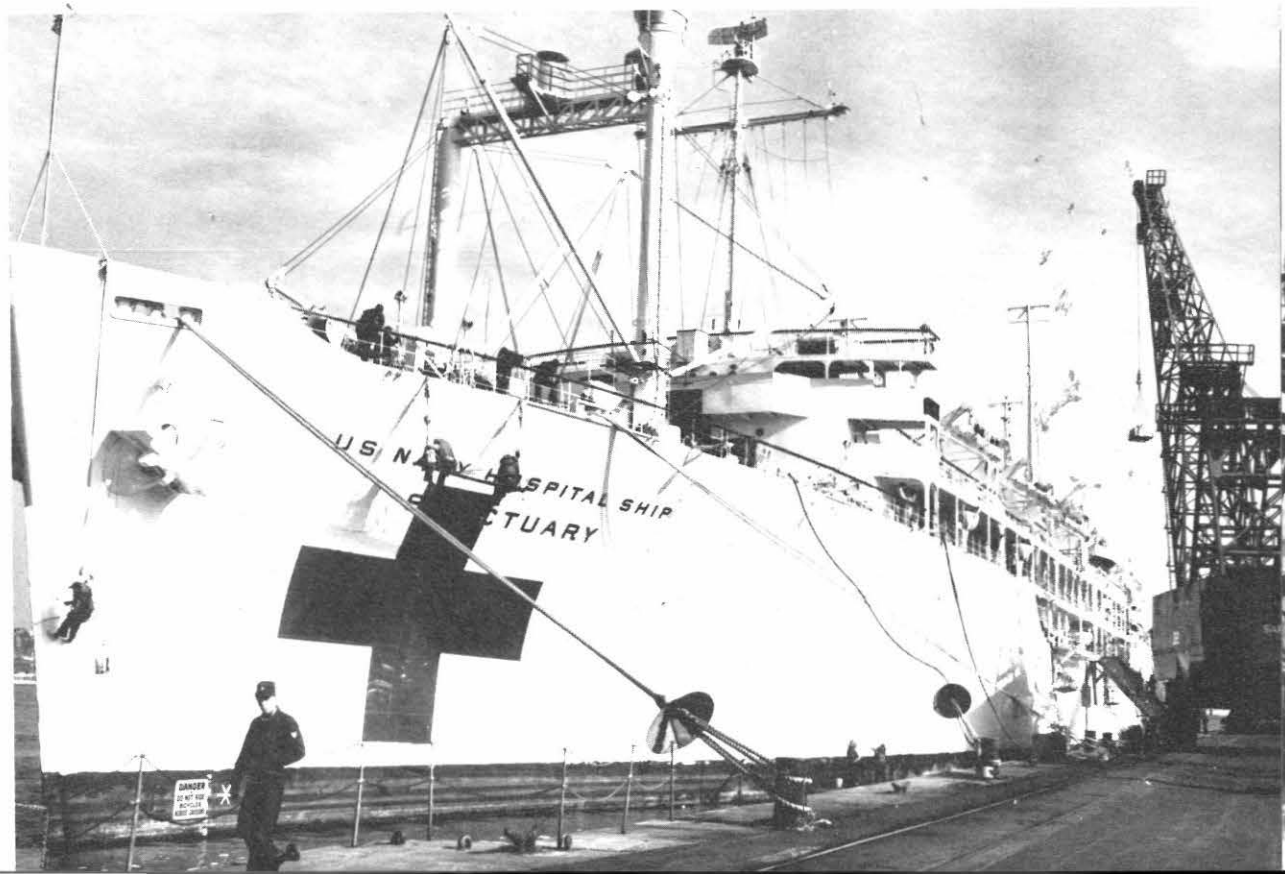


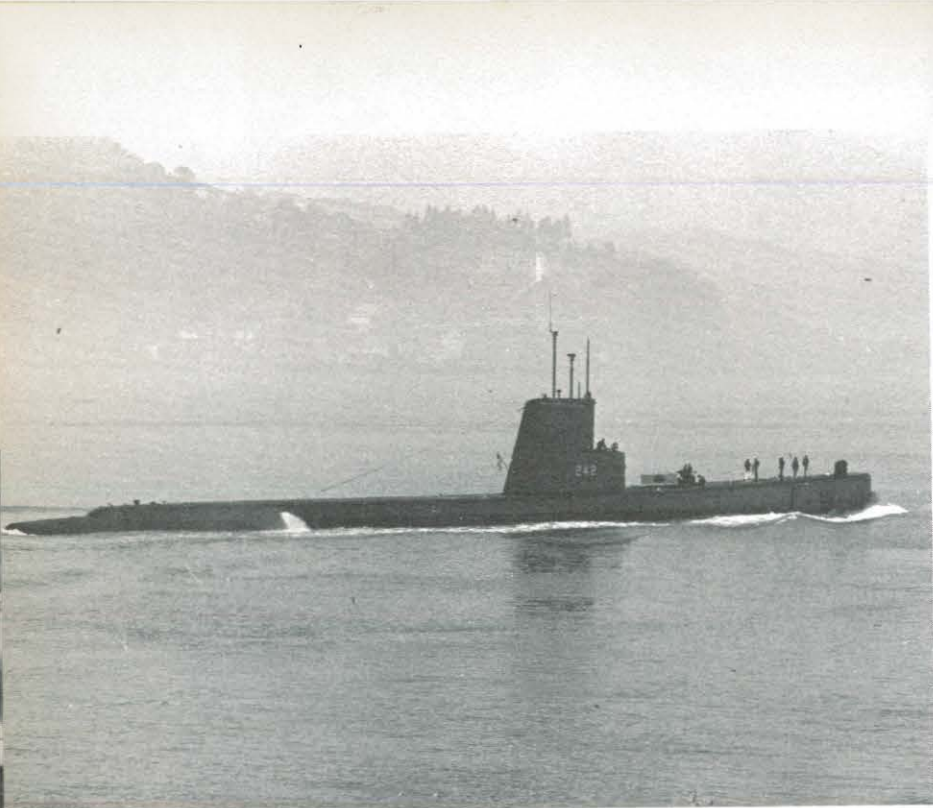
Ralph Wicker visits the headquarters of General Vallejo at Sonoma, California.



Drs. Galasyn, Blumberg and Brighton enjoy the sun on the forecastle.

SANCTUARY loads stores at Mare Island.





SSBN 242, the USS MARIANO VALLEJO, the Navy's newest nuclear ballistic missile submarine, glides down the Sacramento River in the early morning haze while SANCTUARY is at Mare Island.



Working parties continue to load supplies as HN Ellis heaves a carton of beans onto a pallet.

Lt Bill Heinz, MC, USN, the ship's radiologist has a moment of doubt as Captain Duffner signs his papers promoting him to Lieutenant Commander.





CANAL STREET IN NEW ORLEANS

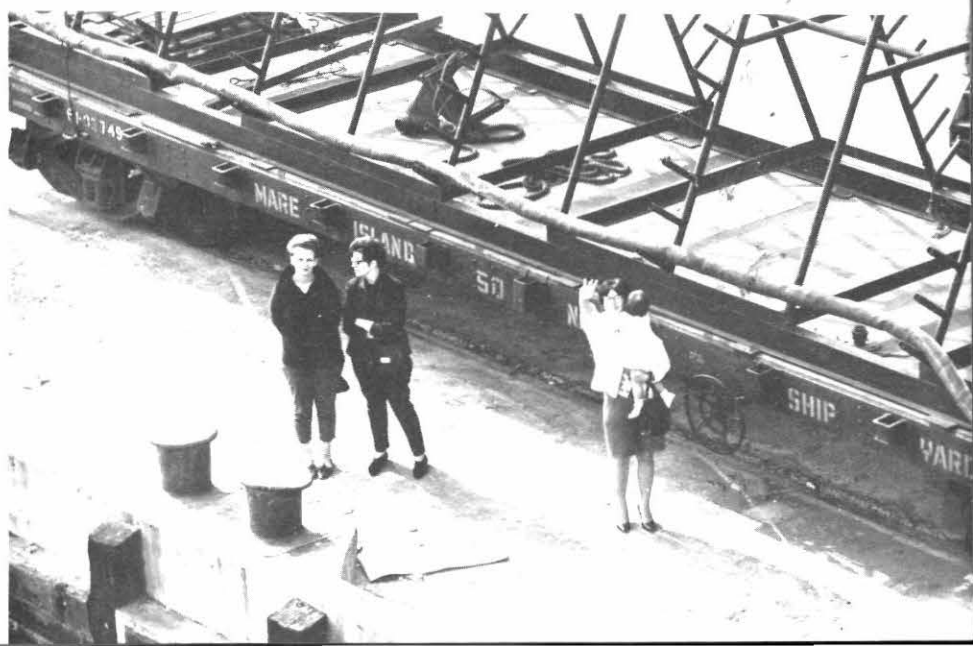




The remainder of the crew, including the junior nurses, joined the ship at Mare Island "rounding out" the nurse complement to 29 nurses, two Red Cross workers and one MSC blood bank specialist. (Top left) Lcdr Brighton promoted the addition of the ping pong table with Dr. Heinz delivering a backhand. (Top) Lt Pisani enjoys the Sunday sun on the signal bridge. (Above) SANCTUARY makes a trial run in San Francisco Bay just prior to deployment.



Finally, on 8 March 1967, SANCTUARY headed west down the Sacramento River from Mare Island. She entered San Francisco Bay on a foggy morning, passed Alcatraz Island, slipped under the Golden Gate Bridge and met the on-coming Pacific swells bow on as she headed for Pearl Harbor in Hawaii. On the ship at Mare Island, last farewells were waved by HM3 Paul Weber, as on the pier Mrs. Weber waves a last goodbye.





The colorful French Market in New Orleans.

The SS PRESIDENT was a familiar sight to SANCTUARY sailors as the excursion cruiser passed them several times a day on the Mississippi River in New Orleans.





SANCTUARY crew had a chance to sample the exquisite cuisine of New Orleans during their stay here. Brennan's, Antoine's, Galatoire's and the Commodore. Here is the interior of another favorite, The Court of Two Sisters.



On 15 March, SANCTUARY passed Diamond Head and steamed majestically past Waikiki Beach and into the Naval Base at Pearl Harbor. The Navy band was on the pier to meet us, as were wahinis doing the hula to greet us. The crew spent two days here, surfing, swimming, partying and replenishing.



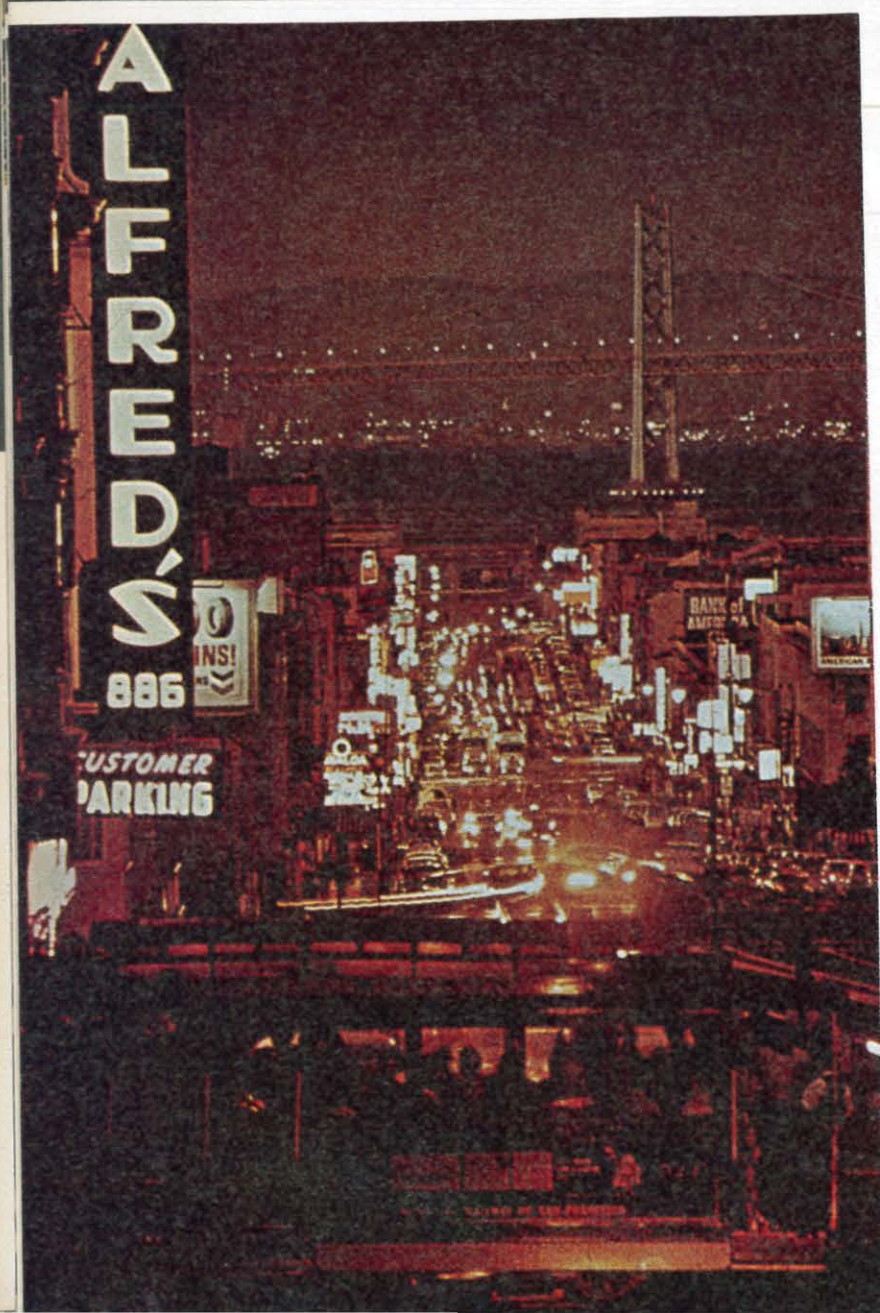


Lcdr Dick Thibodeau soaks up the warm Hawaiian sun on the lawn in front of Fort DeRussy, the Armed Forces Rest and Relaxation Center on Waikiki Beach.

Just in from swimming and surfing are (clockwise around the table) Cdr Jackson, Lt Pisani, Lt Wilson, Lt (jg) Guccione, Lcdr Thibodeau, Lcdr Snyder, Cdr Nuredini, Lt Warner, Lt Cronin and Lt Conway. Behind the dark glasses in the background is Lcdr Bill Heinz.



"Dusk in San Francisco"

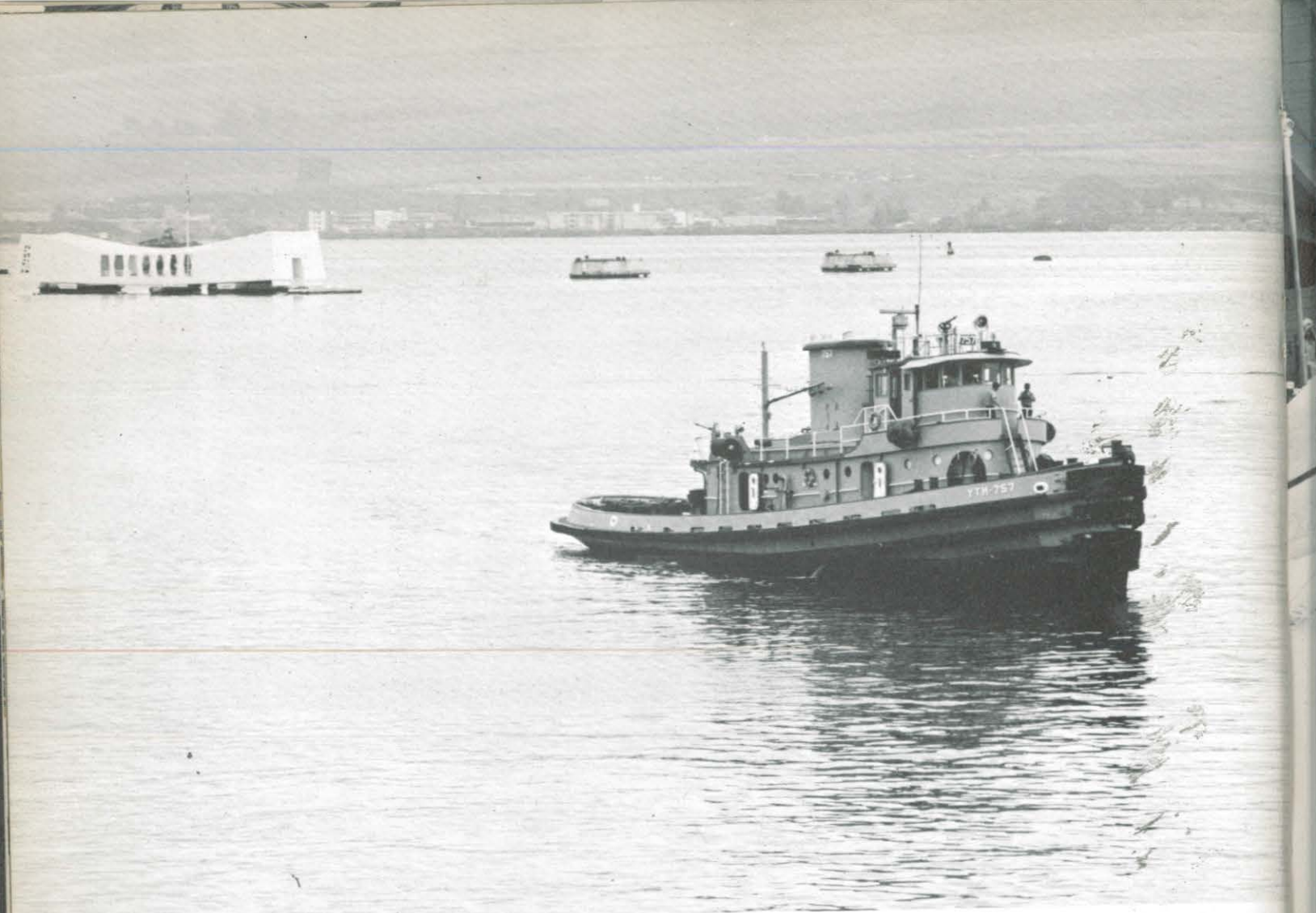




Fisherman's Wharf, San Francisco.

The Powell Street Cable Car rotating at the end of the line.





SANCTUARY passes the memorial on the only battleship still in commission, the USS ARIZONA. The memorial is built atop the hull of the mighty battleship that was sunk by Japanese bombs and torpedoes, December 7, 1941. She is still carried on Navy roles as being in commission. The memorial is in tribute to her gallant crew, many of whom went down with the ship.

Pat Warner cruises around Waikiki in a jeepney. Sue Russell is in the shadows somewhere.



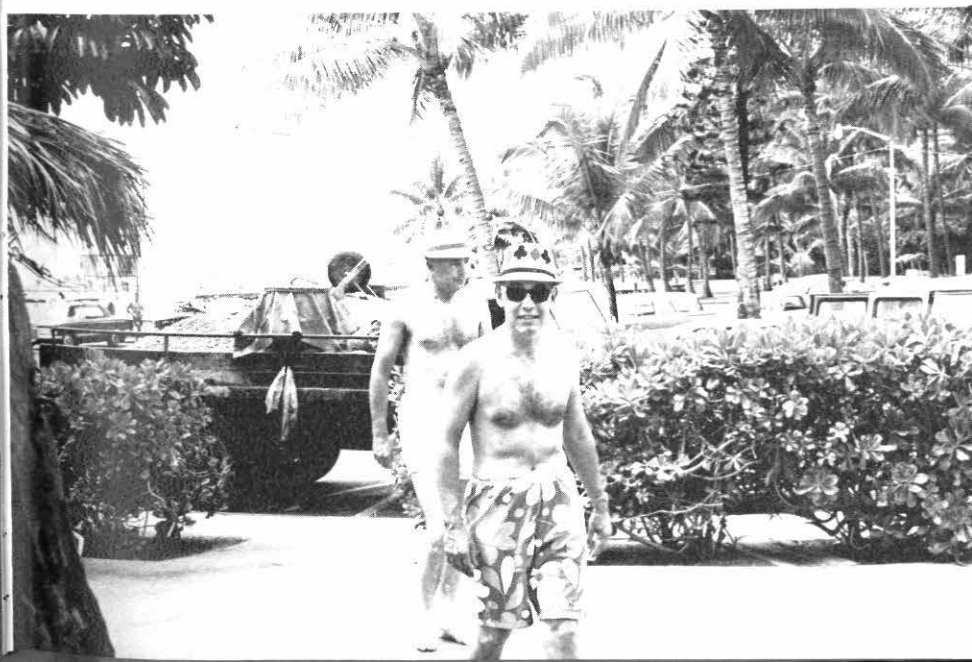


Surfboards could be rented at Kuhio Beach for a nominal sum.



Nurses Merritt, Streit, Sullivan and Sifling at Pearl display their leis.

Cdrs Knox and Nuredini check the action on Waikiki.





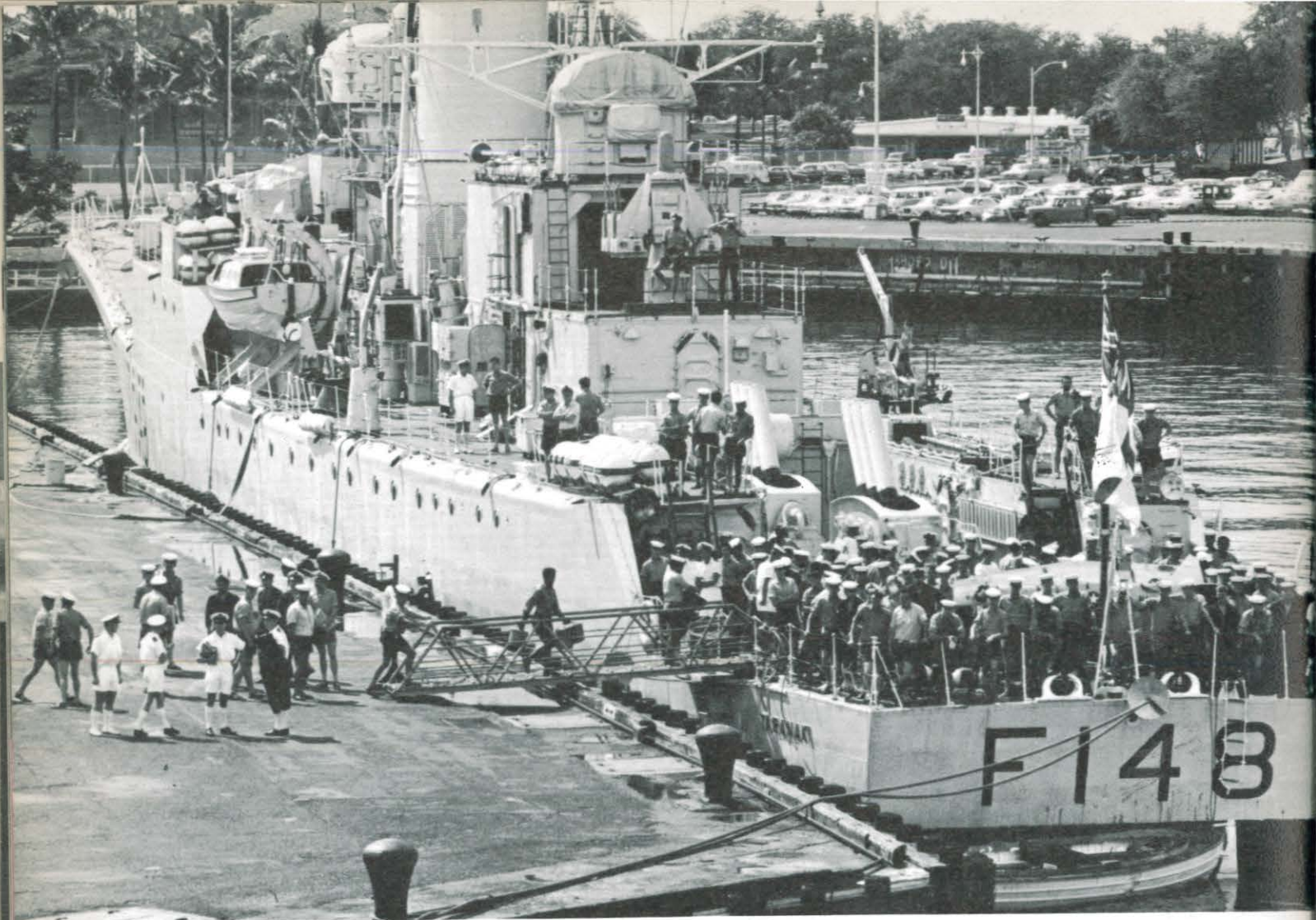
Navy launch carrying SANCTUARY sailors approaches the Arizona Memorial, alongside Ford Island.

Waikiki Beach, Honolulu.

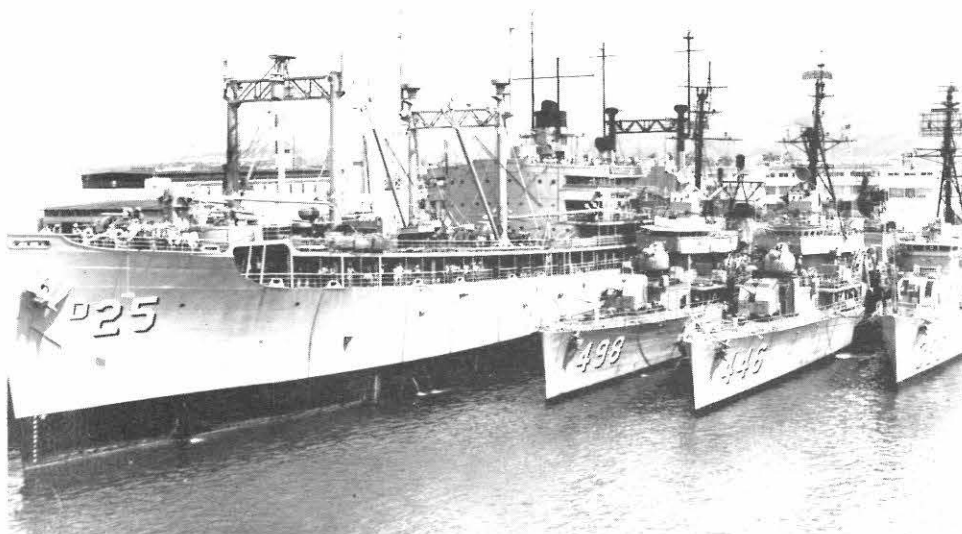




HM3 Cady, HM3 Burns, HM2 McGinnis and HM3 Faanes visit "The Duke's" at the International Market Place in Honolulu.



An allied ship at Pearl Harbor, Her Majesty's New Zealand Ship, TARANAK (Top) and the tug, NEGWAGON (Bottom).



USS FRONTIER (AD-25), our genial host at Pearl for a memorable party.

Aloha, Hawaii.





After a brief two day stay in Hawaii, SANCTUARY departed for Subic Bay, Republic of Philippines on 17 March 1966. The first night at sea, the commanding officers were invited to a genuine Hawaiian Luau, complete with roast and stuffed pig. As this was also St. Patrick's Day, Lcdr Sullivan and Cdr McKinney supervised the festivities.



A future mess caterer, Cdr J.P. Barreca, samples the wares in the chow line.



Captain Duffner is a guest of the wardroom mess, first night out of Pearl.

Drs. Brighton, Nielsen and Cales on mess night in the wardroom.





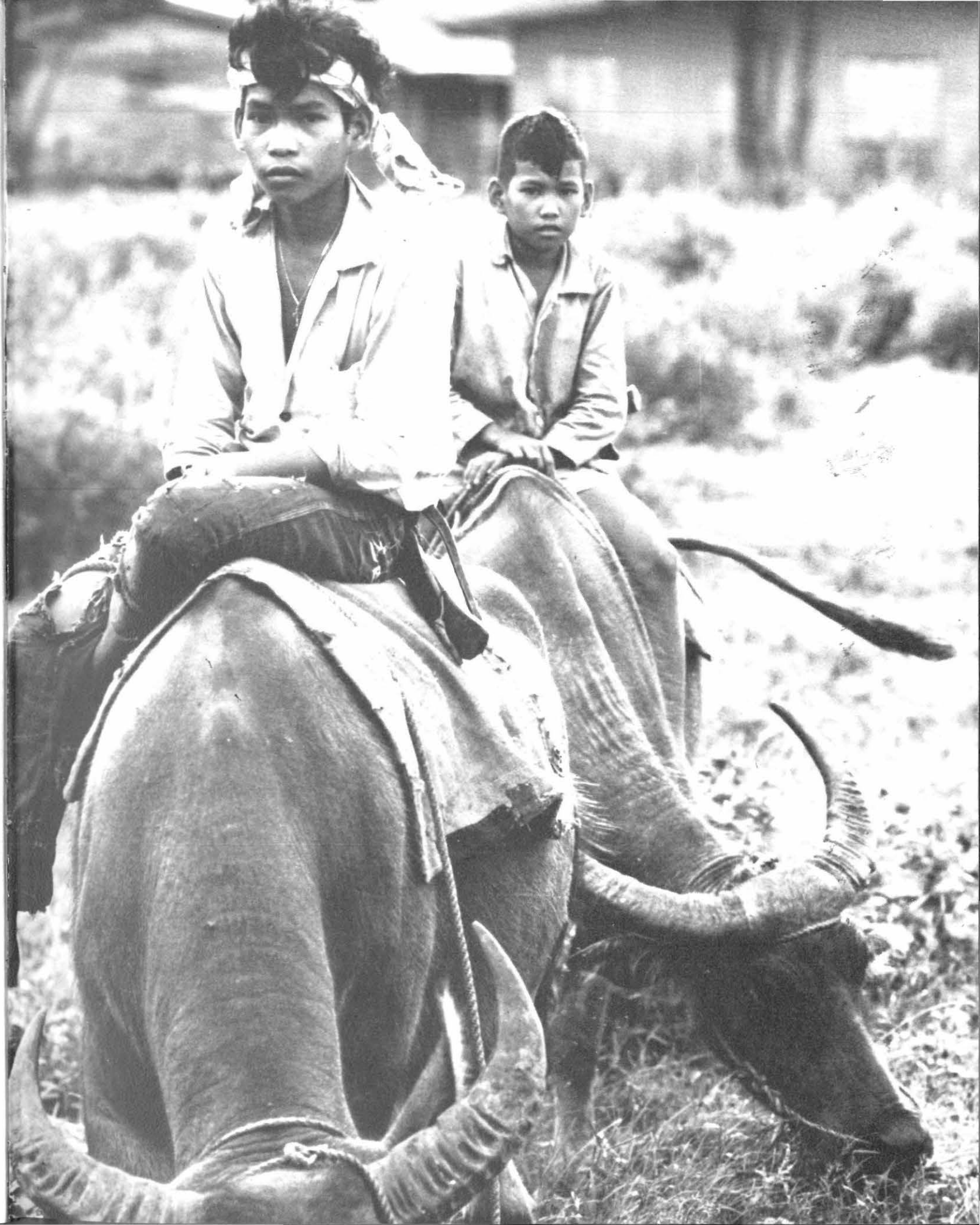
Cdr Knox and Lt Baldwin check the action on mess night.

When the word was passed over the IMA System, "Now the Easter egg coloring detail lay below to the steward's pantry", the happy crew responded.





SANCTUARY arrived in Subic Bay, Philippines, on 2 April 1967. Here, she spent 5 days loading last minute supplies and equipment necessary for line duty in Vietnam. During this time several of the doctors were able to fly down to Clark Field Hospital and review with the Air Force physicians there the problems of treatment of the injured patients from Vietnam.





Lcdr Brighton looks over the Clark Field Air Force Base Hospital.



F 105's on the tarmac at Clark Field.



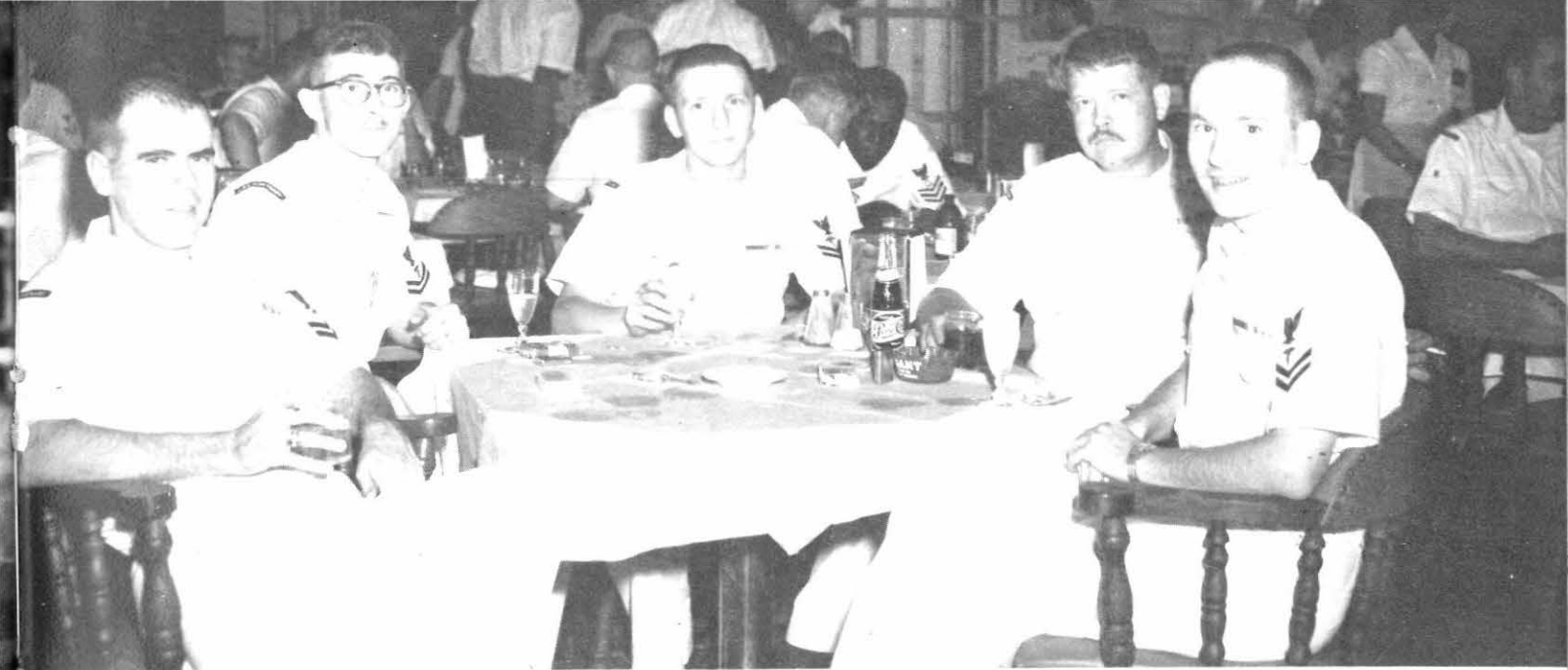
Moored forward of the SANCTUARY at Subic were the Guided Missile Cruiser (Nuclear), LONG BEACH (CG(N)-1) and (inboard) the 8" gun heavy cruiser, BOSTON (CG-1).



A fleet oiler moors outboard of SANCTUARY in Subic Bay.

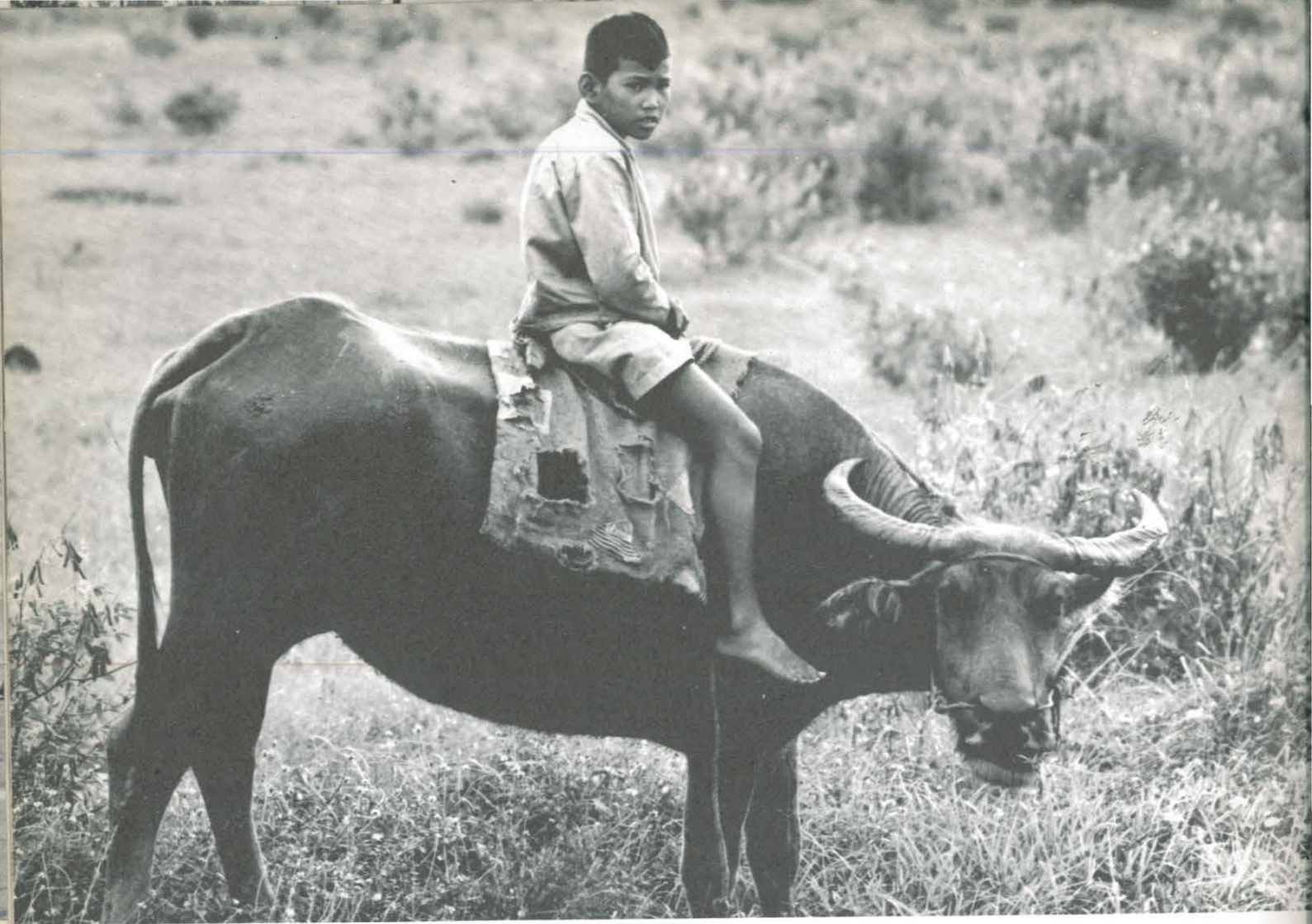


Adjacent to the Naval Base at Subic Bay, there is a quaint village named Olongopo.....





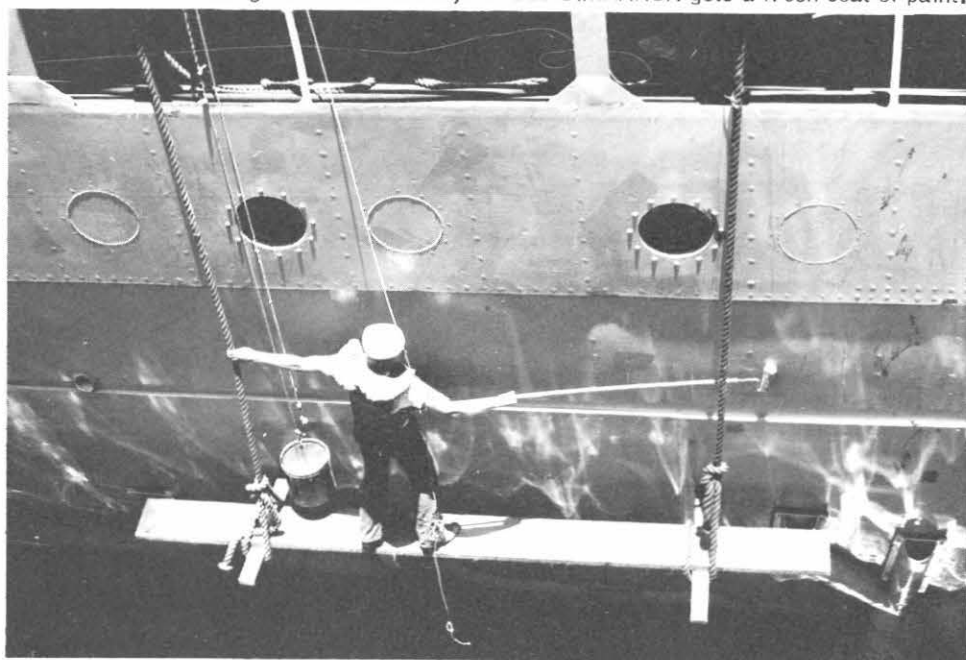






Working party from SANCTUARY loads supplies in Subic.

Alongside SANCTUARY, the USS CIMARRON gets a fresh coat of paint.



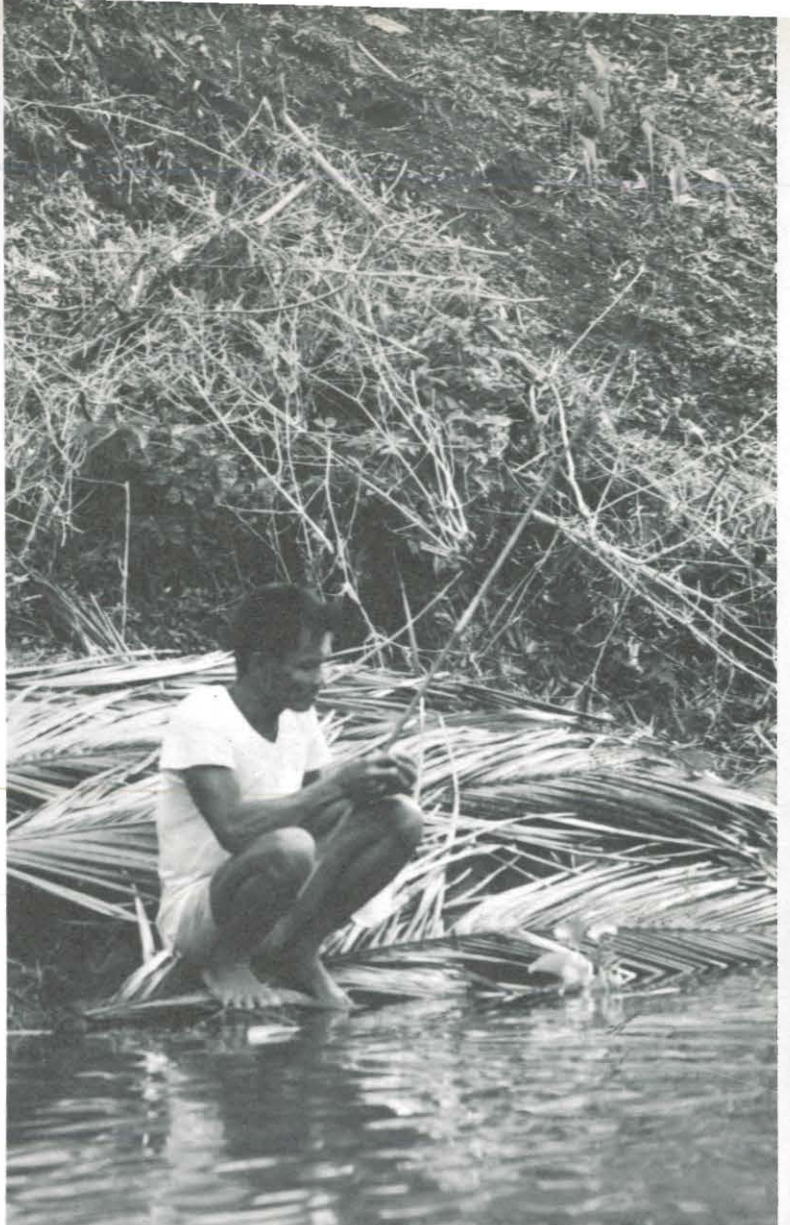




Philippine family washing clothes by the riverside.



Pagsagan Falls in the Philippines.





Picking rice in the rich agricultural land east of Manila.



The oldest church in the Philippines, St. Augustine Church in Manila.



SANCTUARY arrived in the South China Sea off Da Nang, Vietnam, on 10 April 1967 and quickly went to work treating wounded casualties from the Vietnam conflict. On the very day of her arrival, she received her first battle casualties, 10 burn cases resulting when a land mine exploded under an amphibious tractor. From 10 April through 29 April, SANCTUARY'S normal operating schedule provided medical support along the coast of South Vietnam including the areas of Chu Lai, Phu Bai, Dong Ha and Da Nang.

On 29 April, SANCTUARY received orders to report to an area off Tam Ky to provide medical support for Operation Beaver Cage, which was part of a larger operation named Union II. She arrived on station 1 May and within two days received 130 casualties, of whom, approximately 110 were Marines wounded in action.

After supporting Beaver Cage, SANCTUARY resumed her normal operating schedule. On

18 May she was on station just off the coast of the DMZ (17th parallel) to support Operation Beau Charger, which was part of a larger operation named Hickory. Also, on this date, her 39th day on the line, SANCTUARY accepted her 1000th patient. On 21 May SANCTUARY reached her highest daily patient census; 634 patients on board. On 23 May SANCTUARY was relieved at the DMZ by her sister ship, REPOSE and steamed to Da Nang where she stayed for 10 more days providing additional medical support for the Da Nang area. By the end of her first period on the line, in 54 days SANCTUARY had admitted 1,368 patients, discharged 698 to duty, transferred 117 by medical air evacuation. 800 surgical operations were performed, 1,950 units of whole blood administered and 8,387 X-rays were taken. There had been 625 helicopter landings on SANCTUARY'S helicopter deck during this same period.

















At 1950 hours, on the evening of 1 May 1967, while SANCTUARY was operating in the waters off Tam Ky, 18 miles north of Chu Lai, the quiet evening air was suddenly pierced by the speaker on the 1 MC system: "Plane Crash, Plane Crash, Starboard Side". Those of us topside looked up just in time to see the waters close over a large two-bladed C-46 helicopter that had been carrying a full load of patients to SANCTUARY. The motor whale boat and gigs were quickly lowered as the accompanying helicopter dropped flares in the air over the still waters to light the scene (preceding page).

From her complement of 4 crewmen and 13 patients, 3 crewmen and 5 patients were able to swim clear of the sinking helo and were pulled by eager hands into the waiting boats and one patient was lifted from the seas by the rescue hoist of the accompanying helicopter. In all 1 crewman and 7 patients went down with the helo.

For his distinguished efforts during the rescue of the survivors, SM2 Sanford PEEK, USN, was awarded the Navy and Marine Corps Medal.



THE SECRETARY OF THE NAVY
WASHINGTON

The President of the United States takes pleasure in presenting
the NAVY AND MARINE CORPS MEDAL to

SANFORD E. PEEK
SIGNALMAN SECOND CLASS
UNITED STATES NAVY

for service as set forth in the following

CITATION:

For heroism while serving on board USS SANCTUARY (AH-17) on 1 May 1967. When a MEDIVAC helicopter carrying thirteen patients and four crewmen crashed into the sea not far from SANCTUARY, Petty Officer Peek spotted two men from the downed aircraft who appeared unable to remain afloat until they could be brought aboard the rescue boat. Without hesitation, he voluntarily plunged into the dark and turbulent waters and succeeded in keeping the two men afloat until he could bring them alongside the rescue boat to safety. By his prompt actions in the face of grave personal risk, he undoubtedly saved two men from drowning. His heroic efforts were in keeping with the highest traditions of the United States Naval Service.

For the President,

Robert M. B. Baldwin

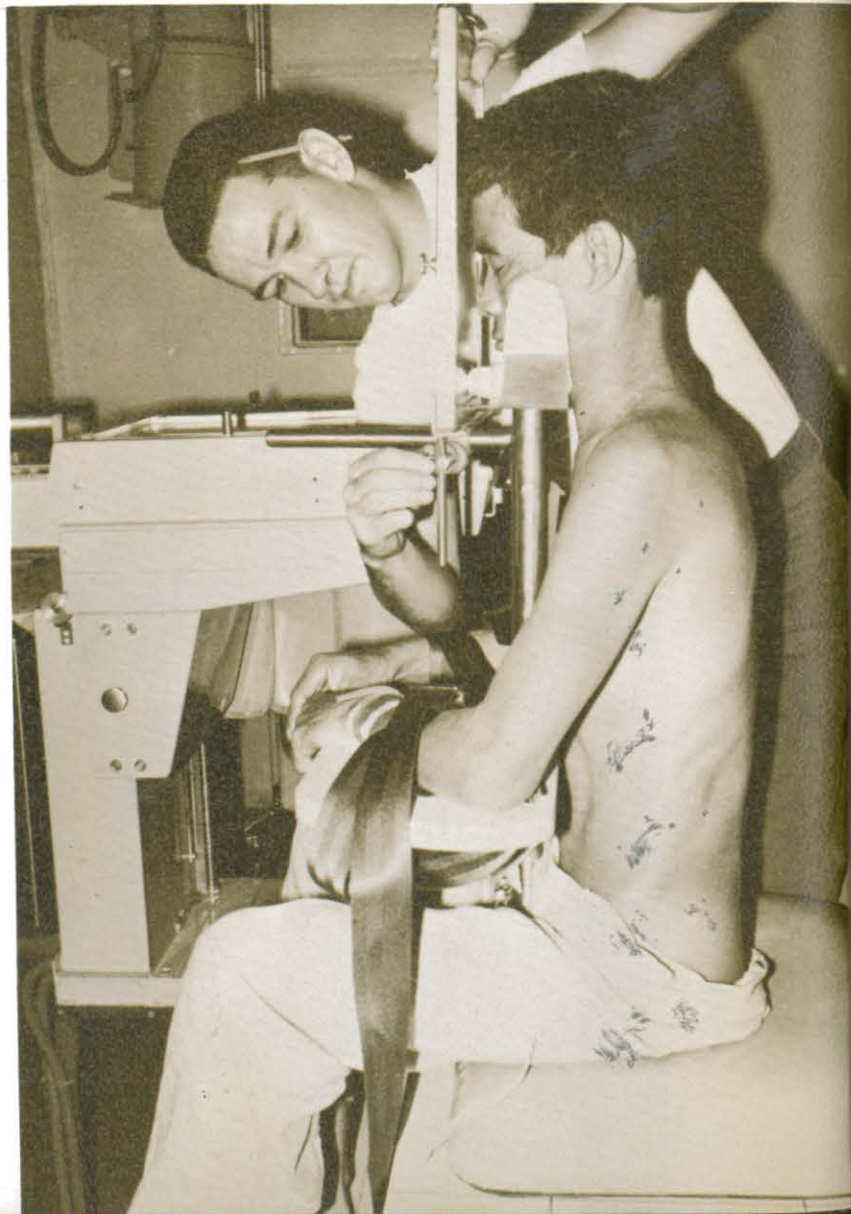
Acting
Secretary of the Navy

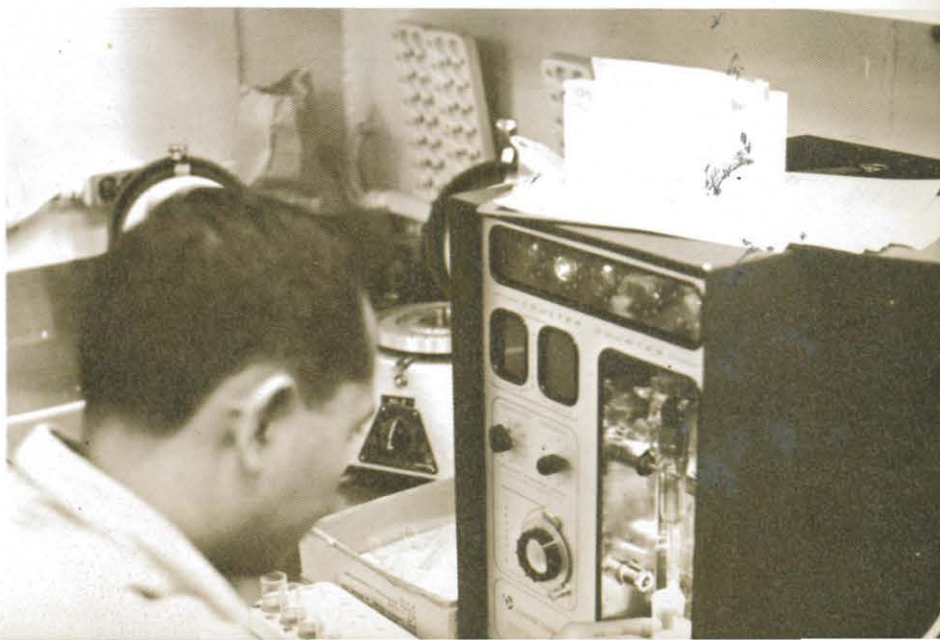


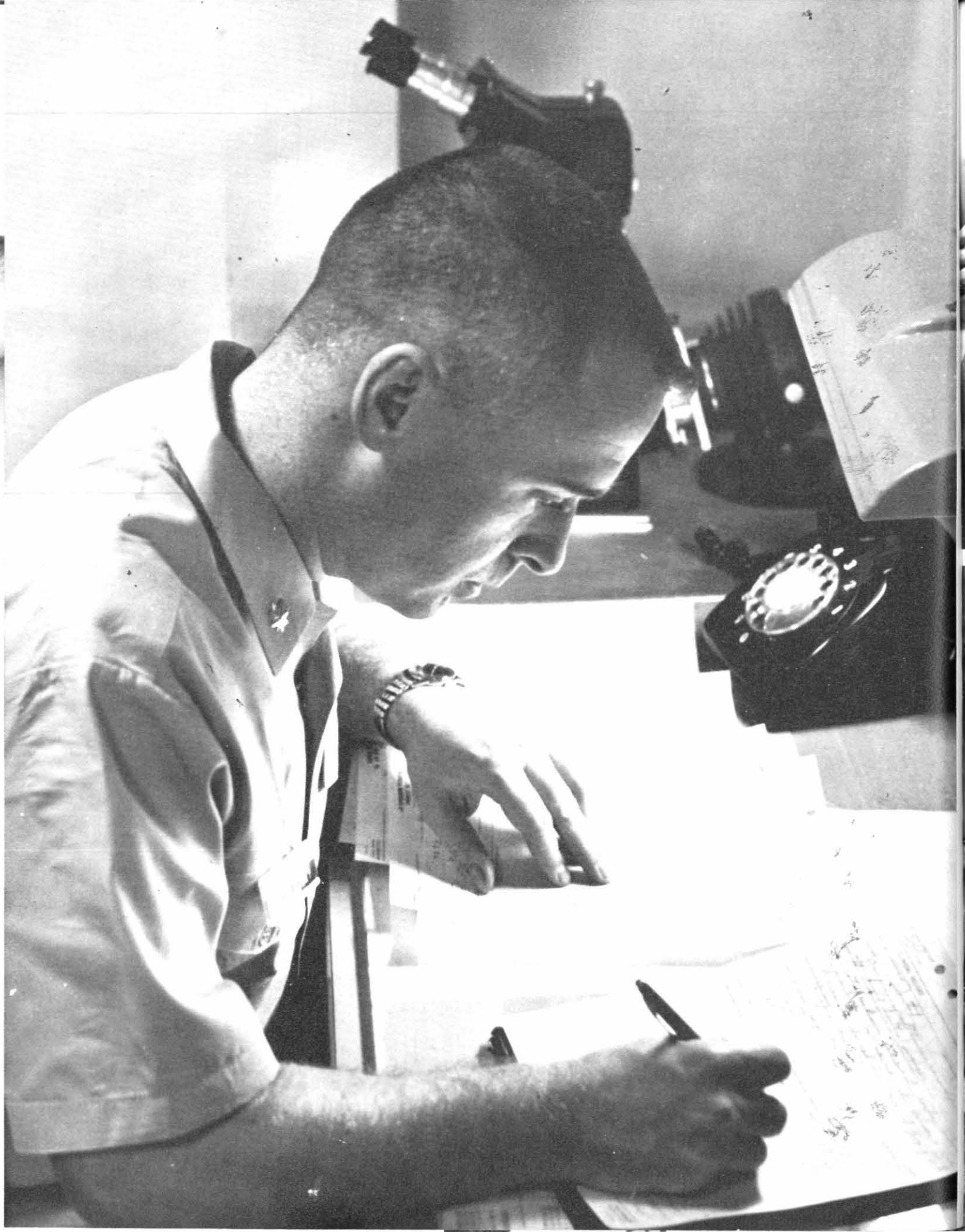
On 3 June 1967, SANCTUARY steamed back to Subic Bay with 553 patients aboard, arriving on 5 June, for 10 days upkeep. By 17 June she was again operating in waters off South Vietnam and on 2 July was actively engaged in treating patients from the battles raging around Dong Ha, in operation Cimarron. Each day about 20 seriously wounded patients were taken to surgery, so that the operating rooms and surgeons were busy about 20 hours during the day. By 10 July, the census had reached 614.

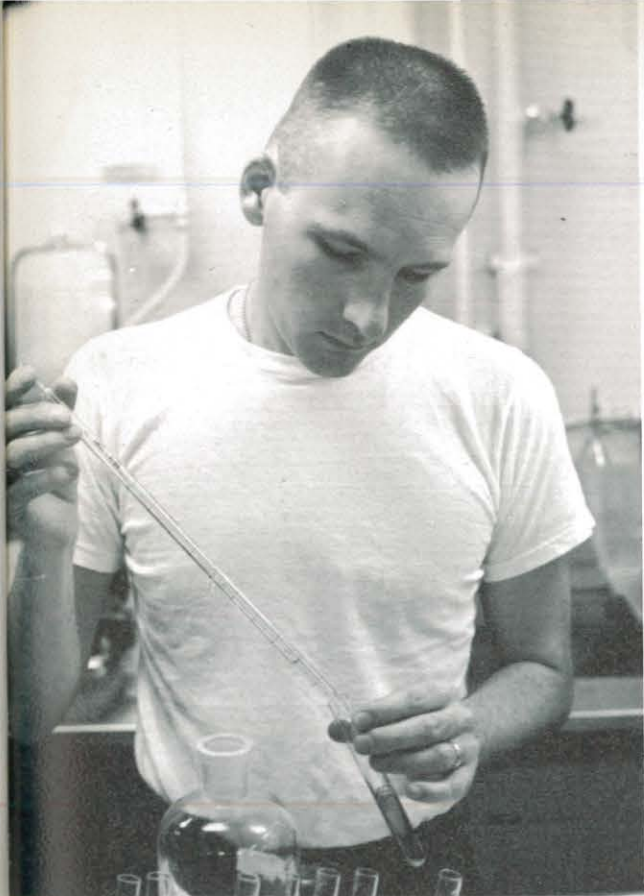


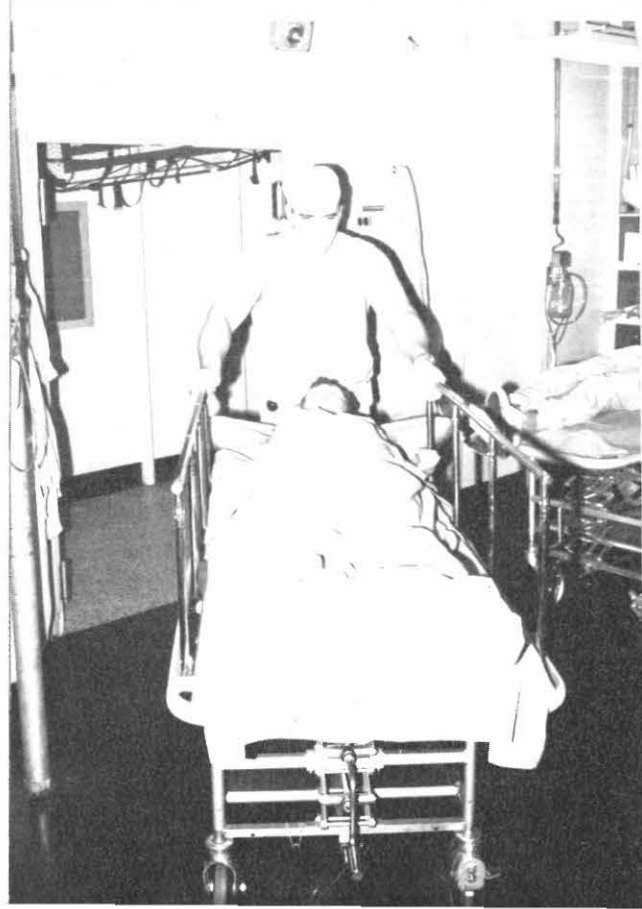
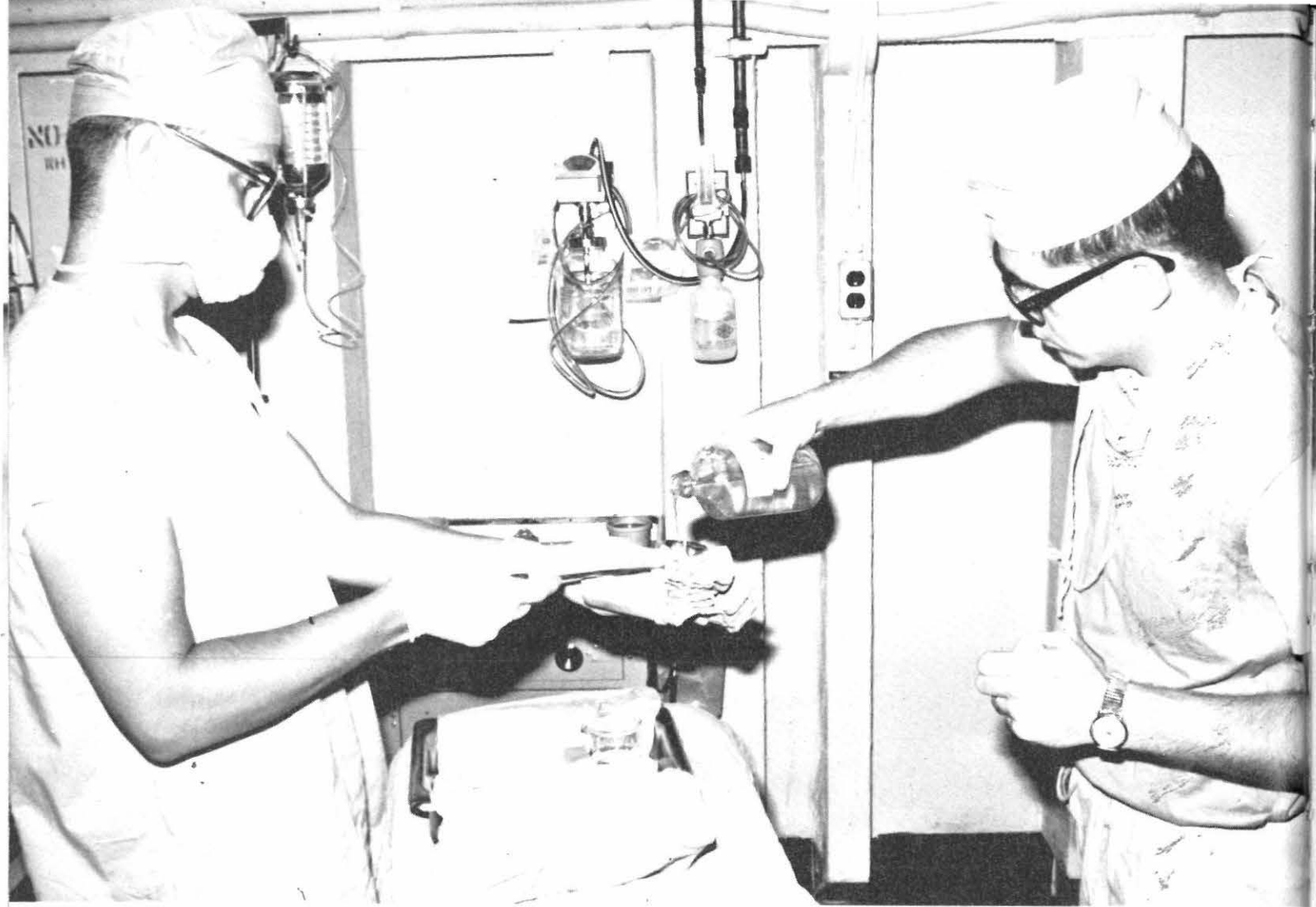


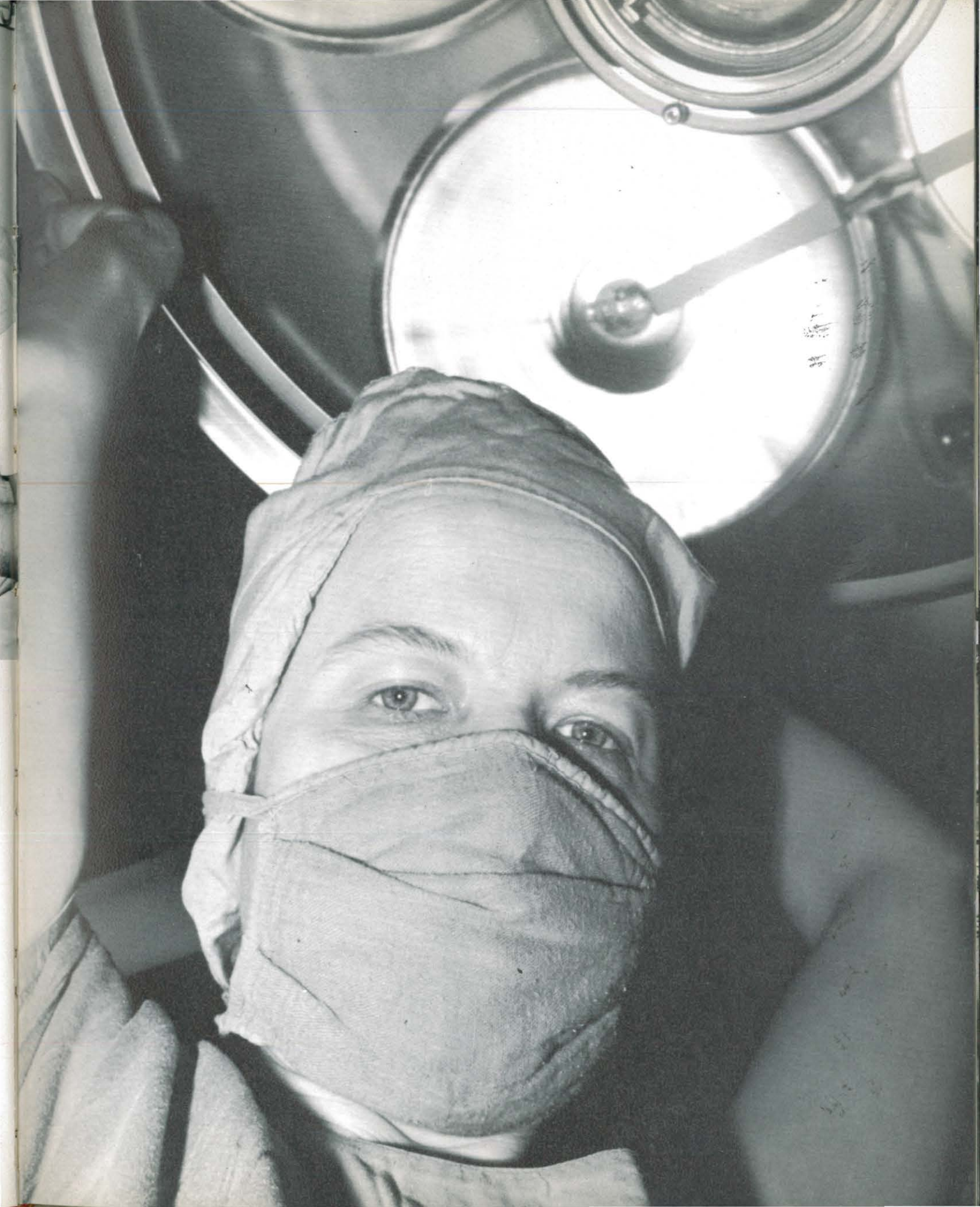


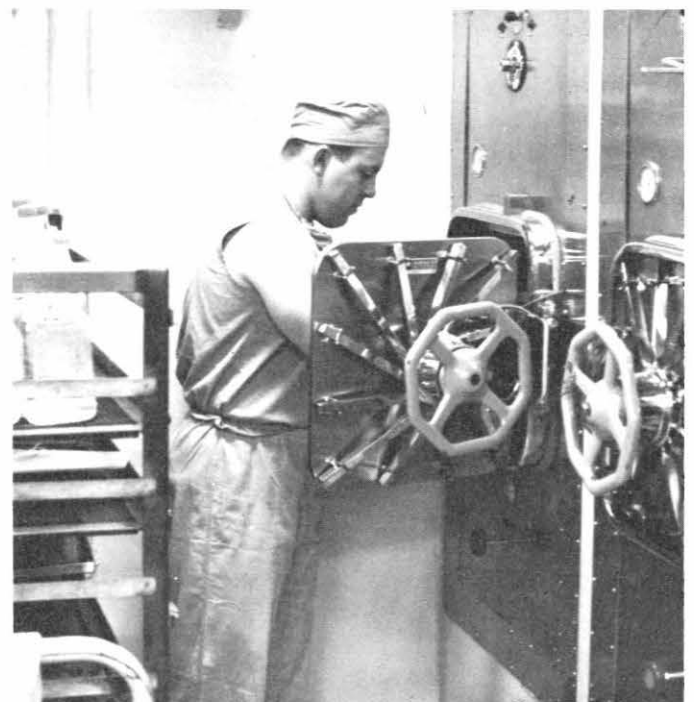
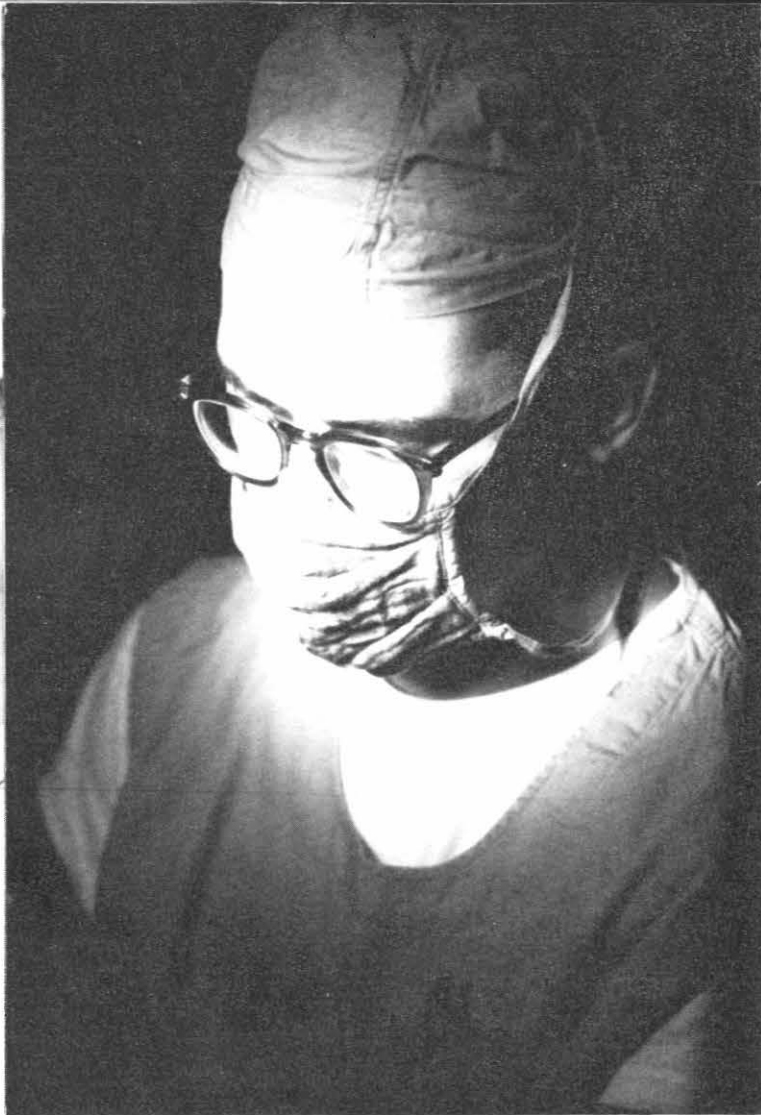




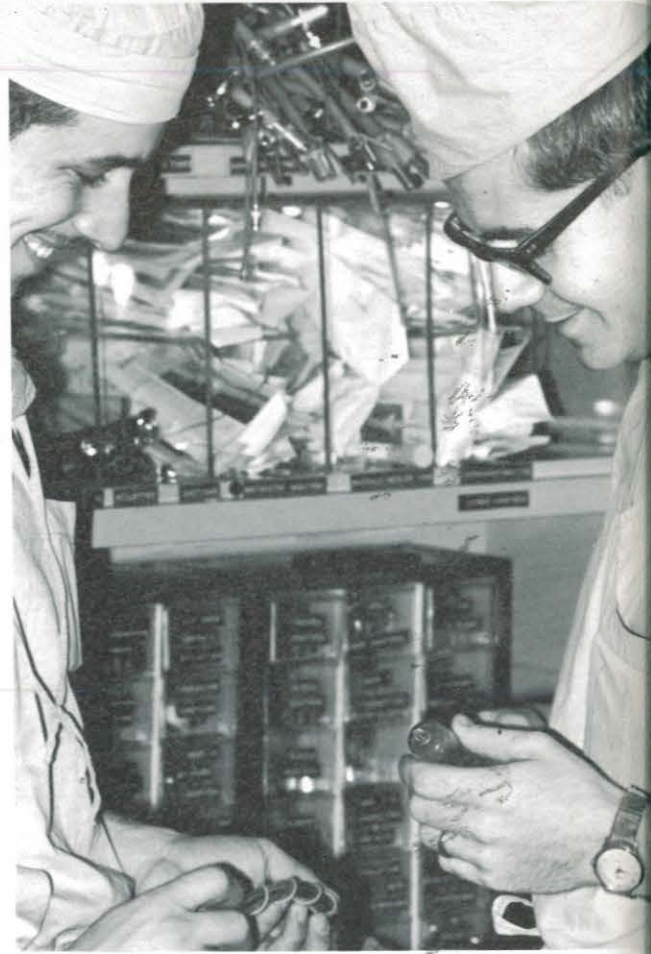


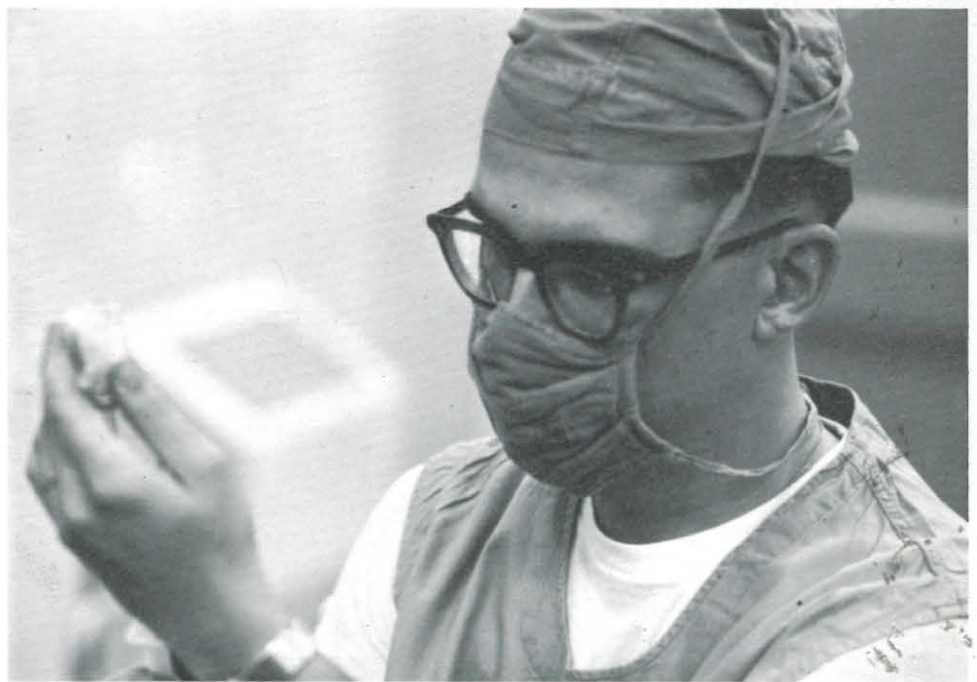






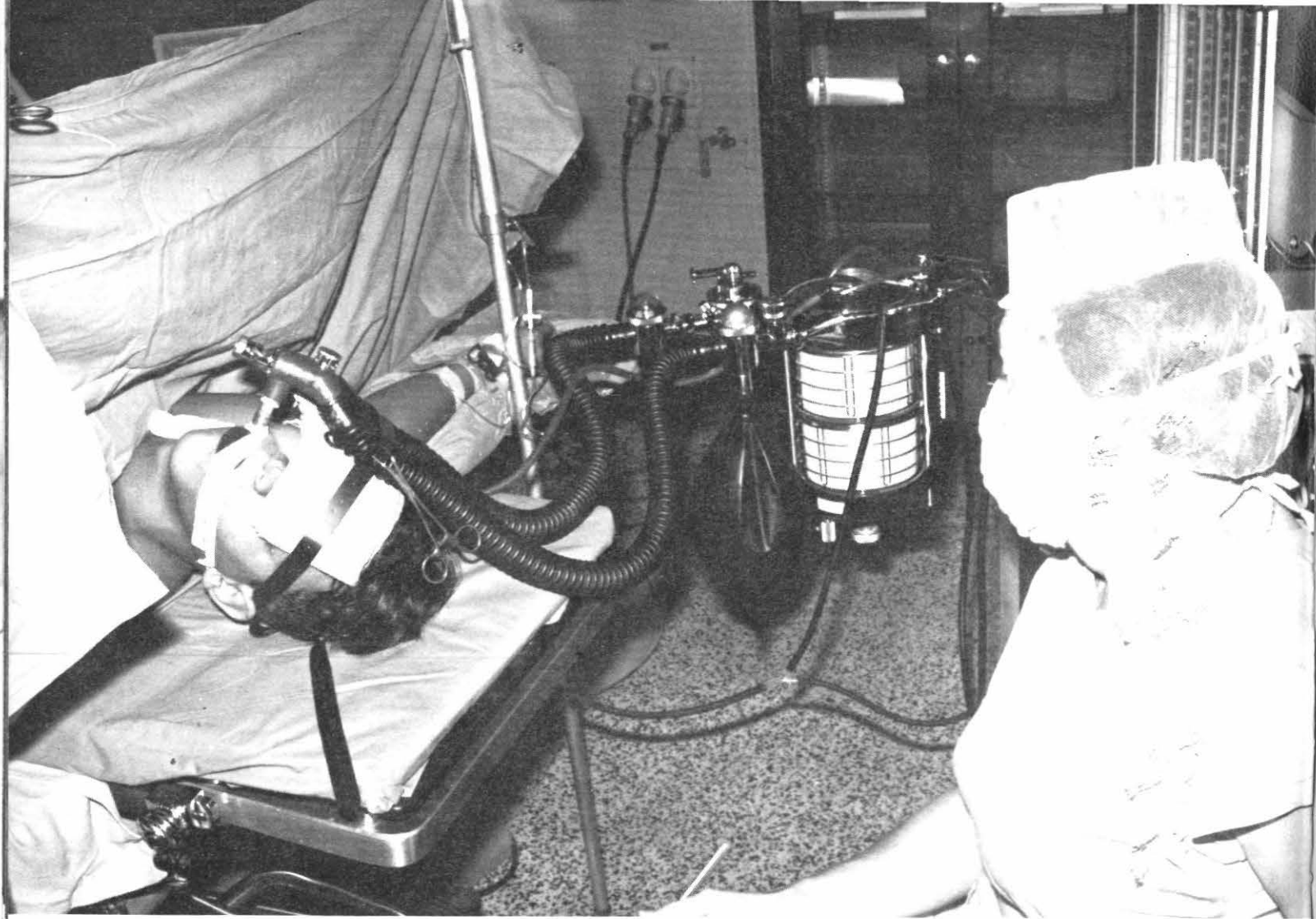


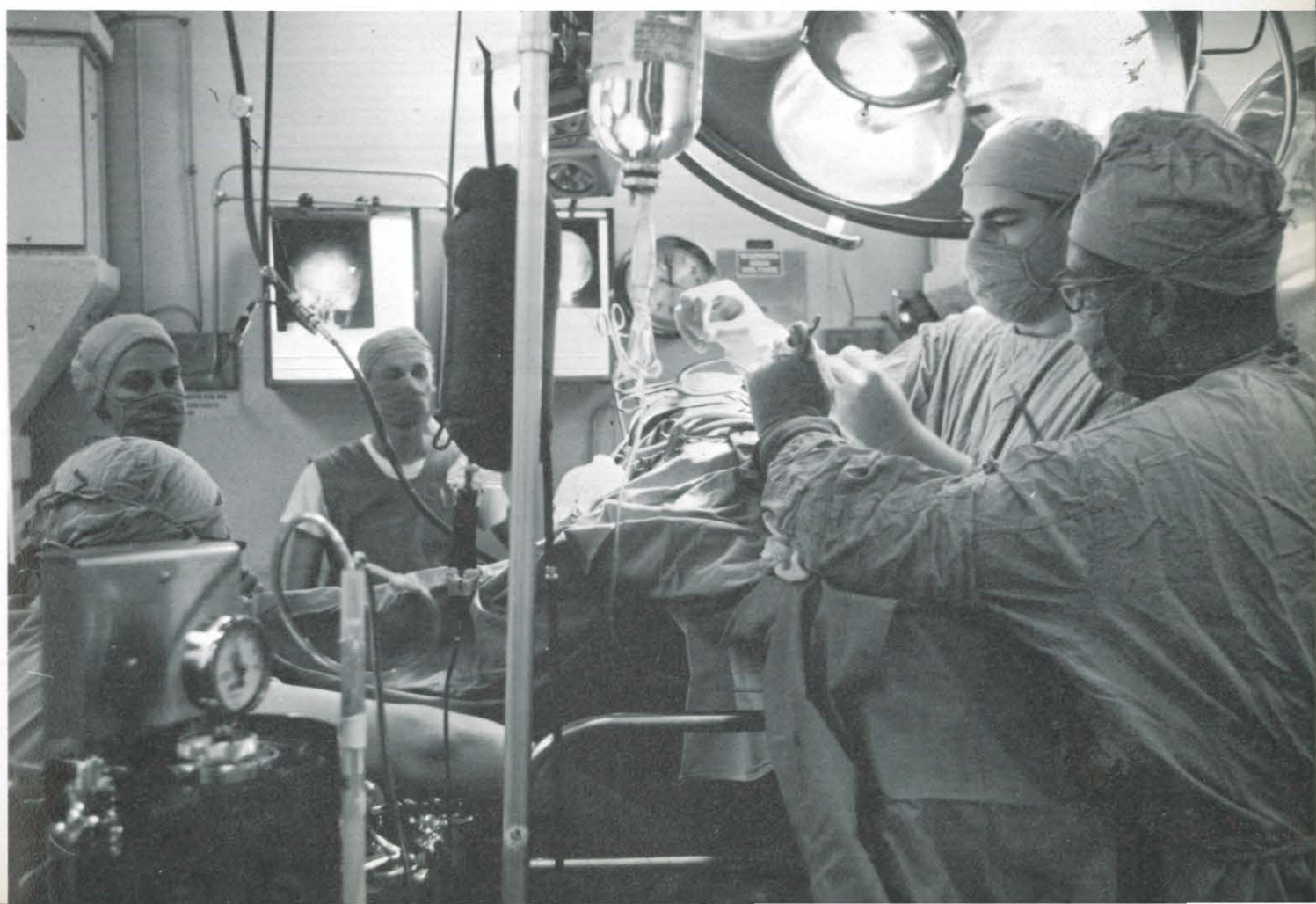


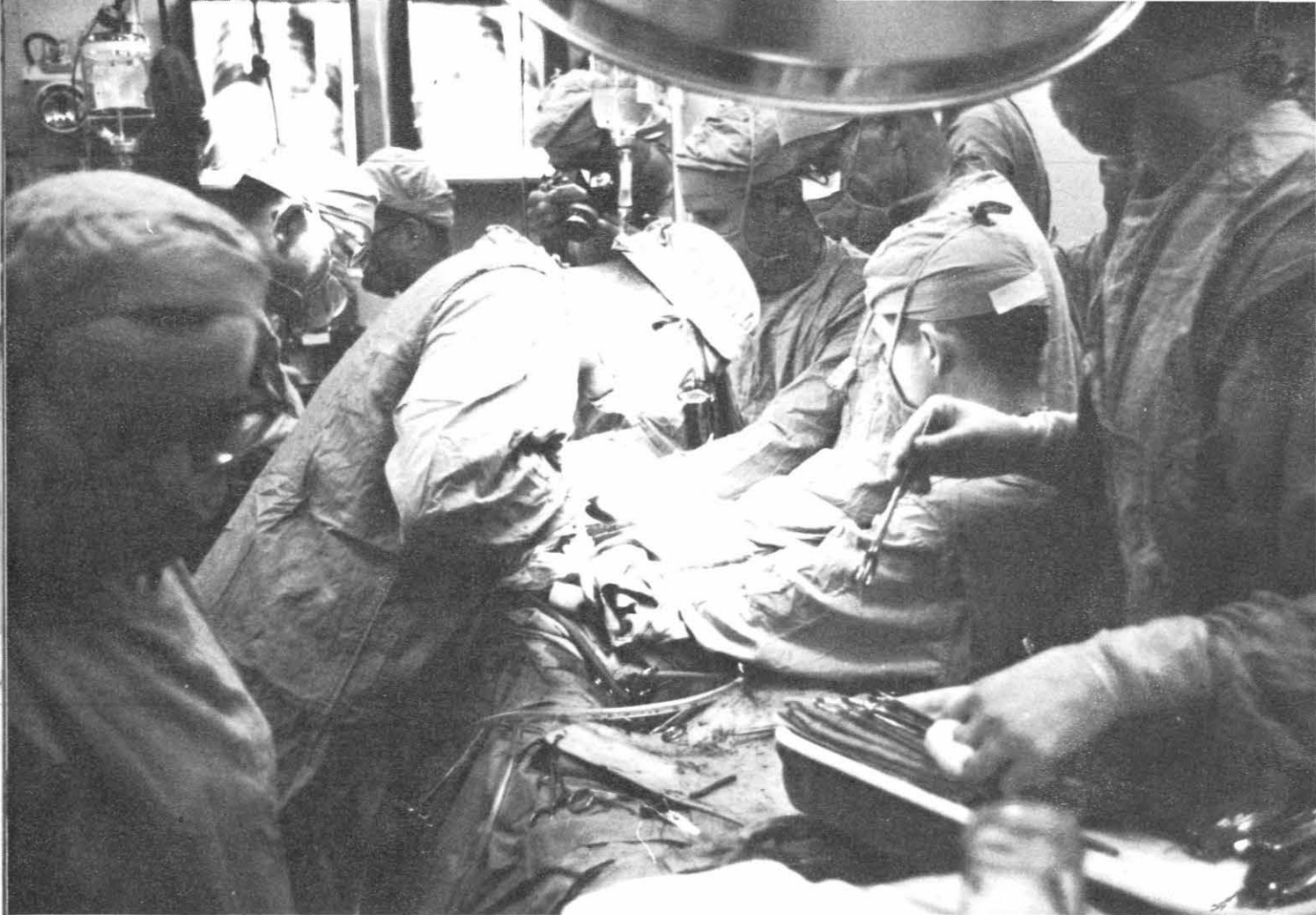




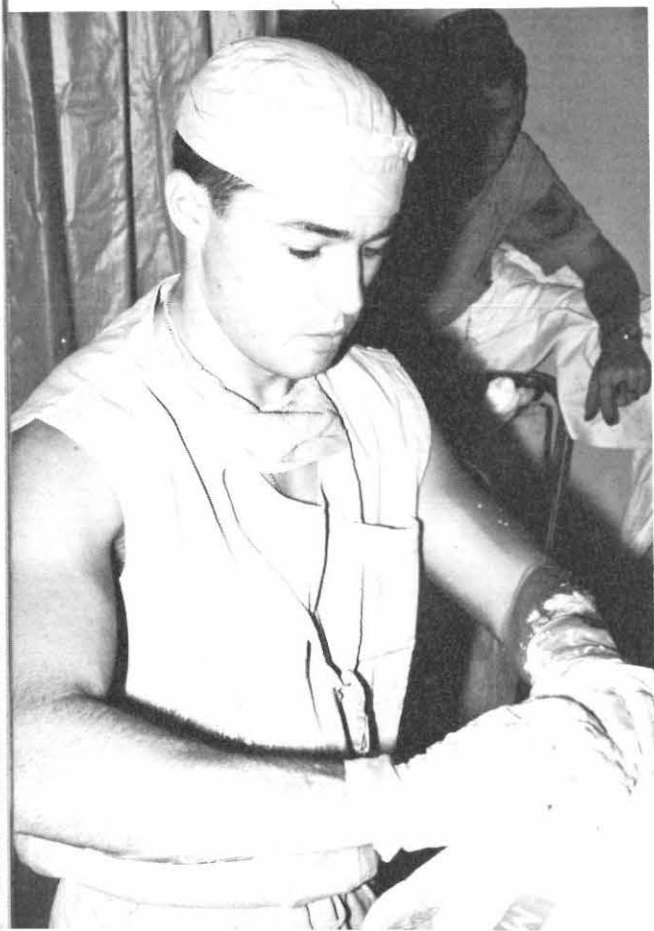


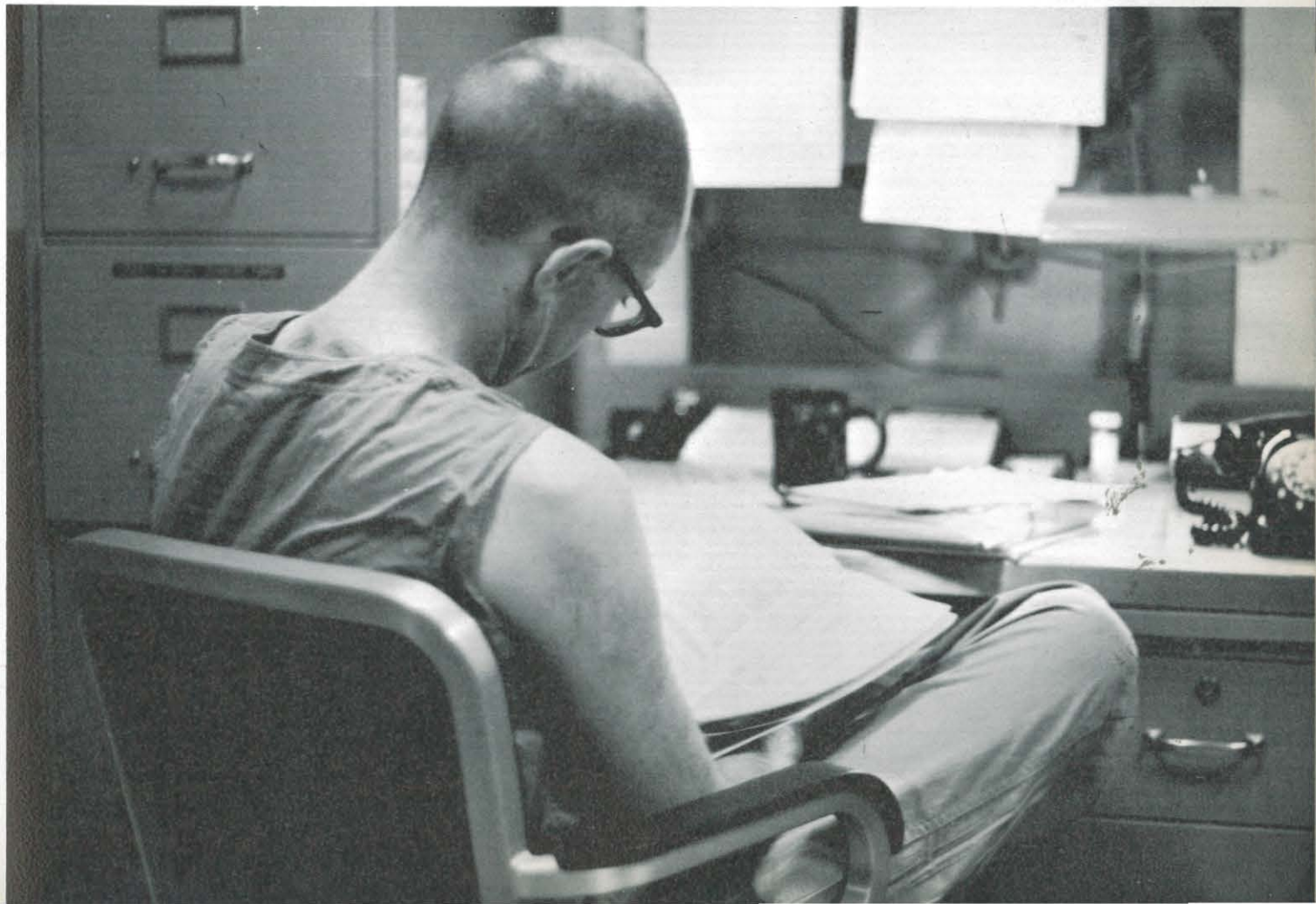
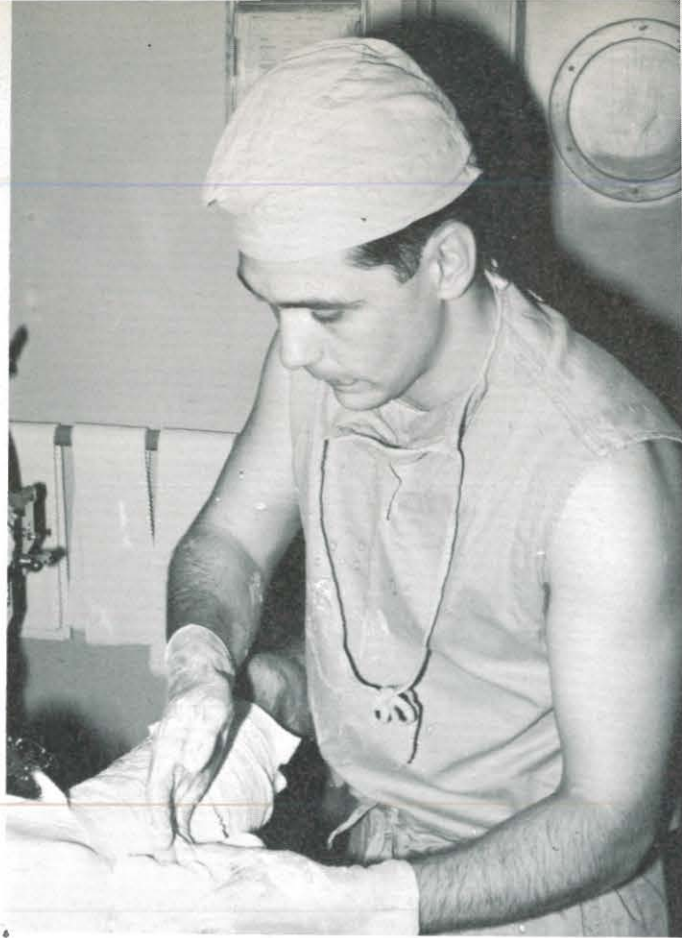


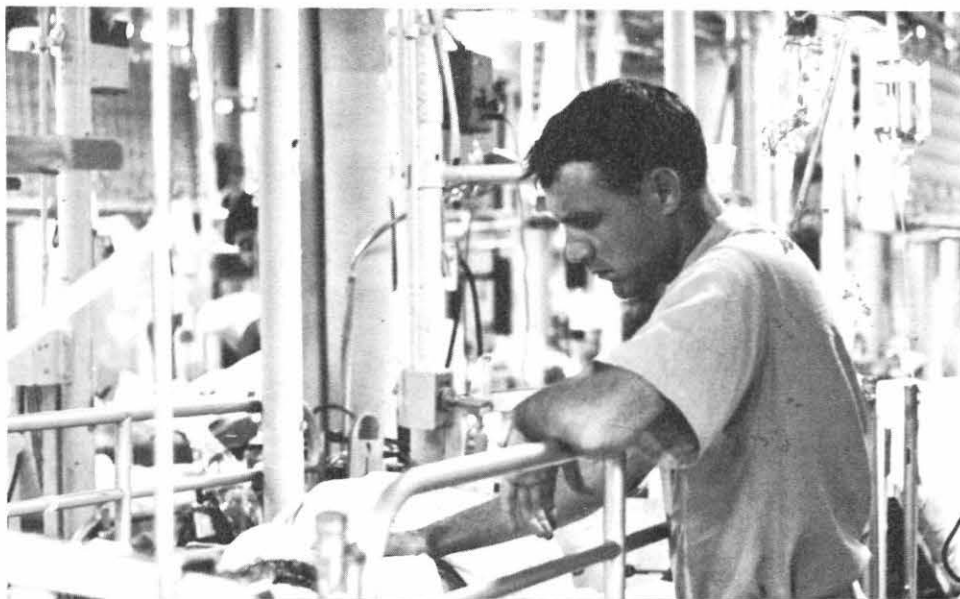
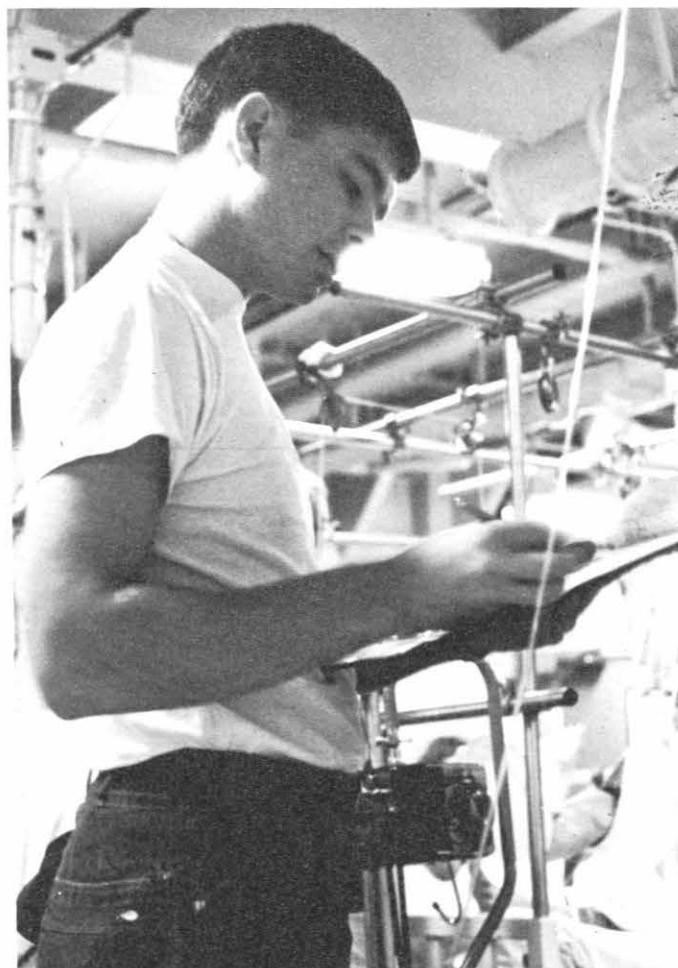


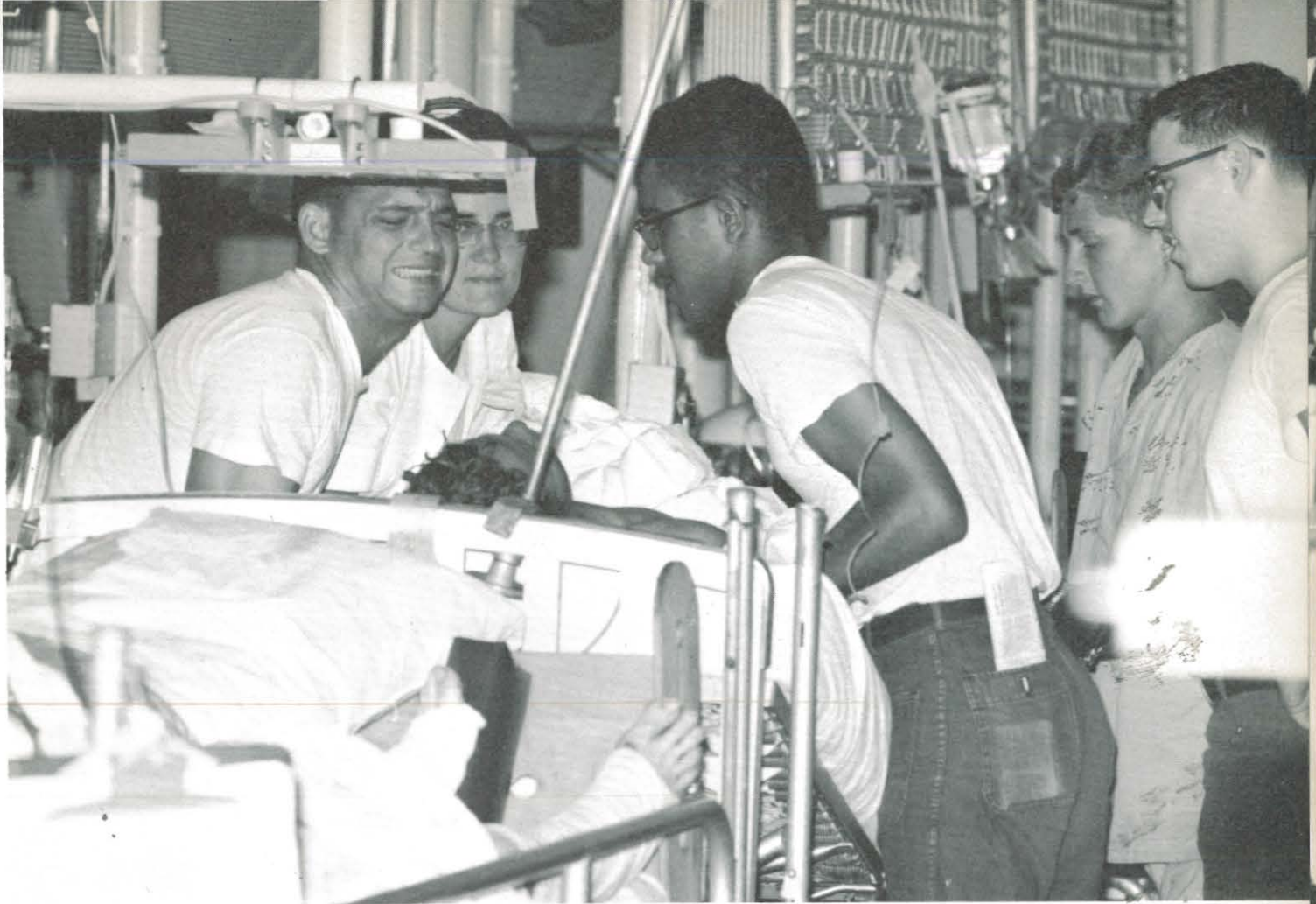


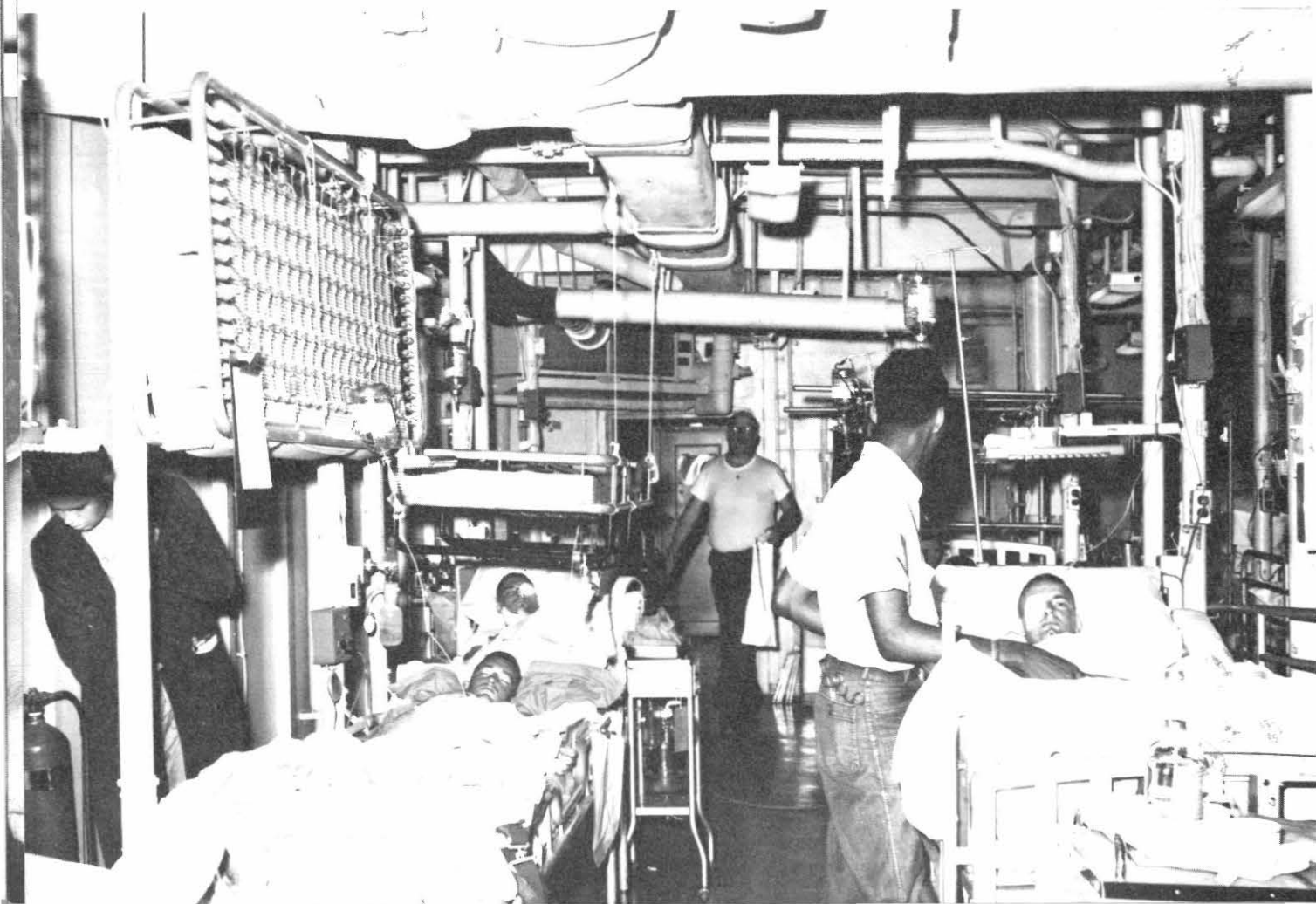


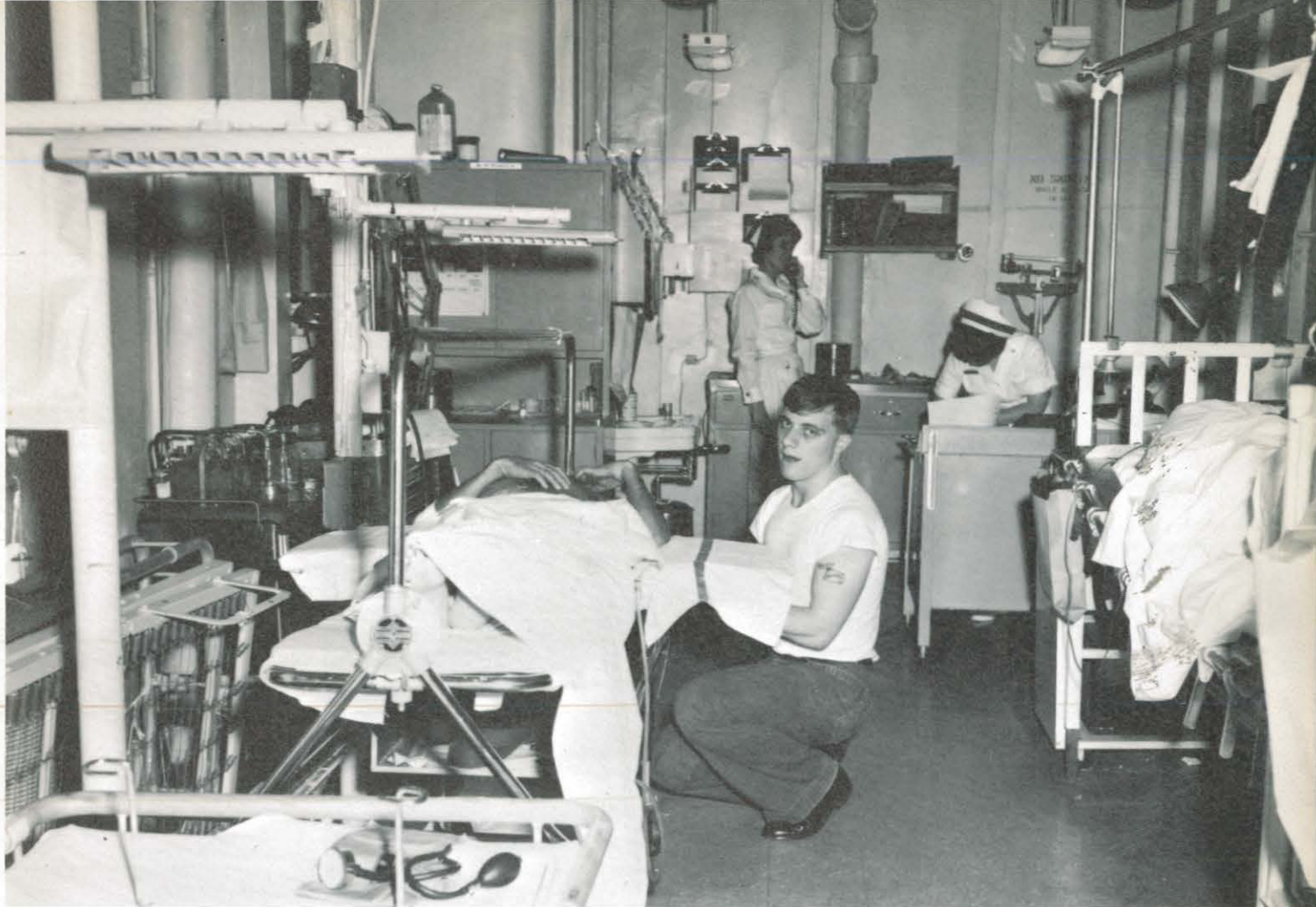


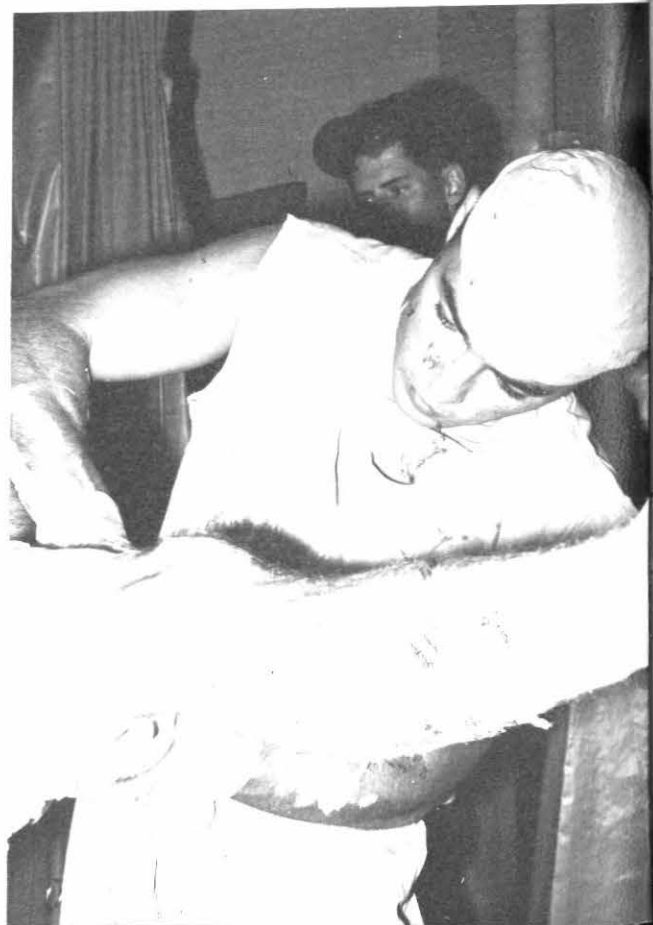


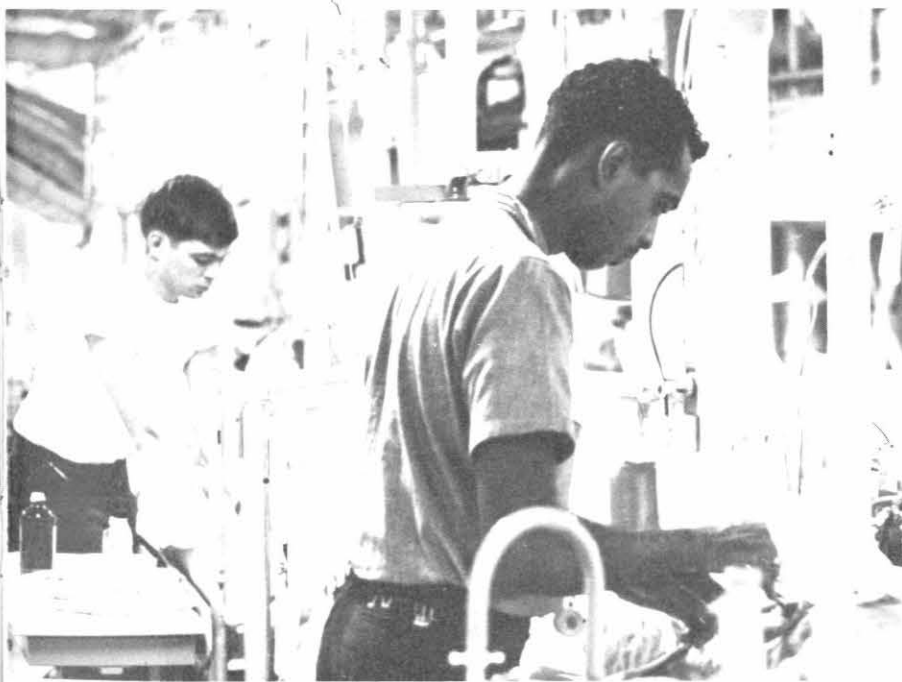




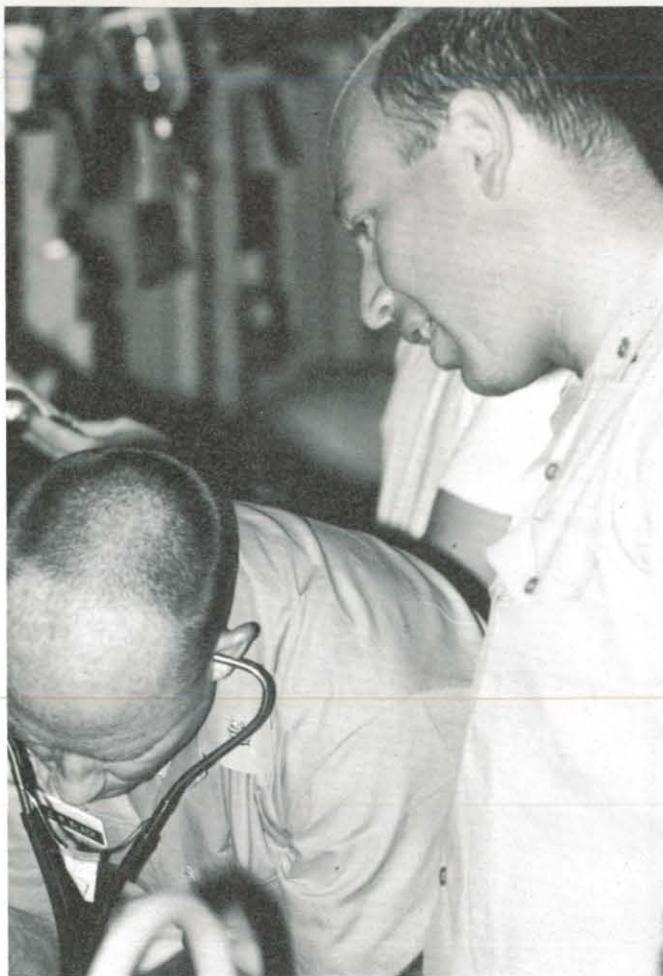




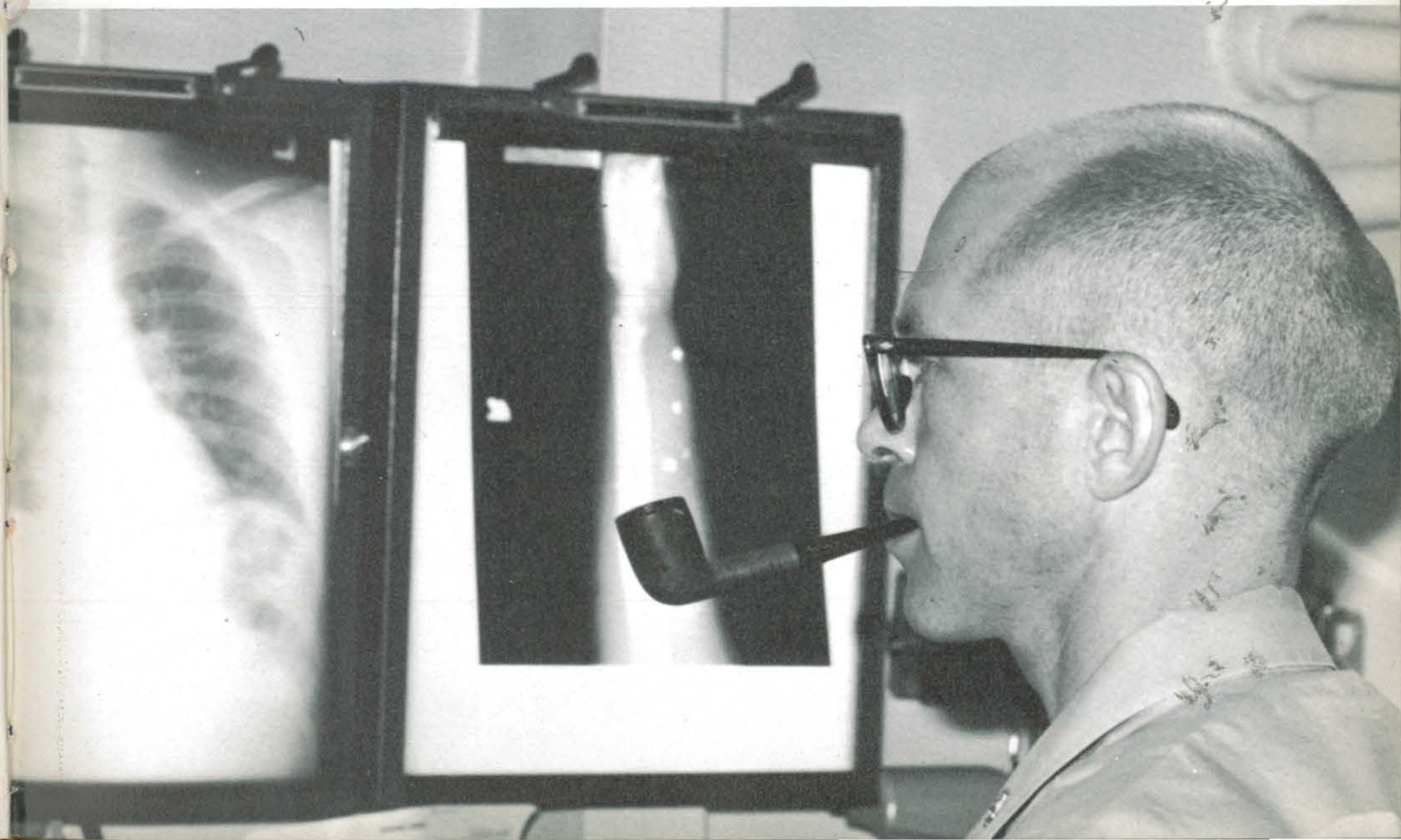


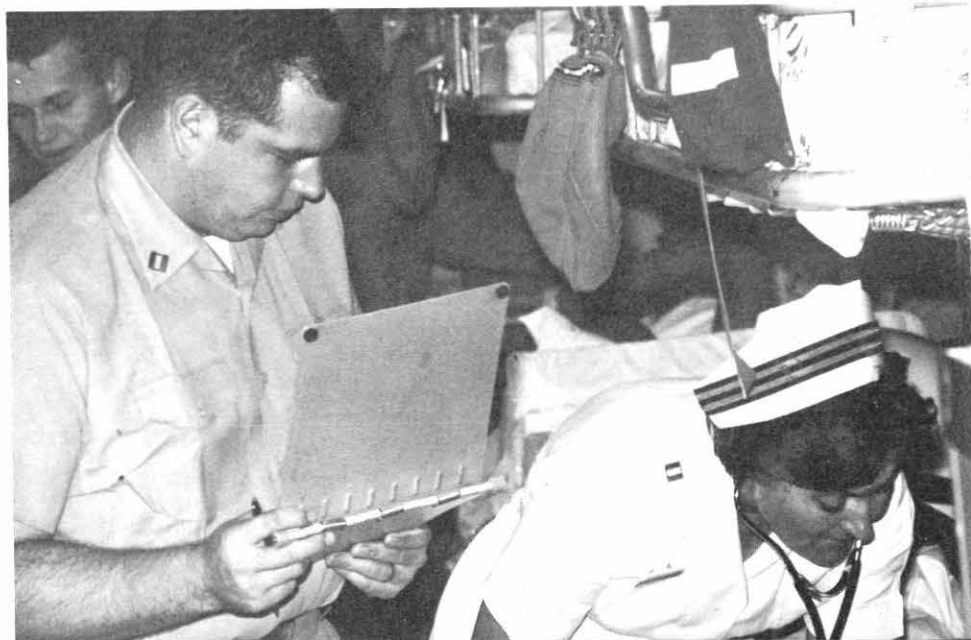








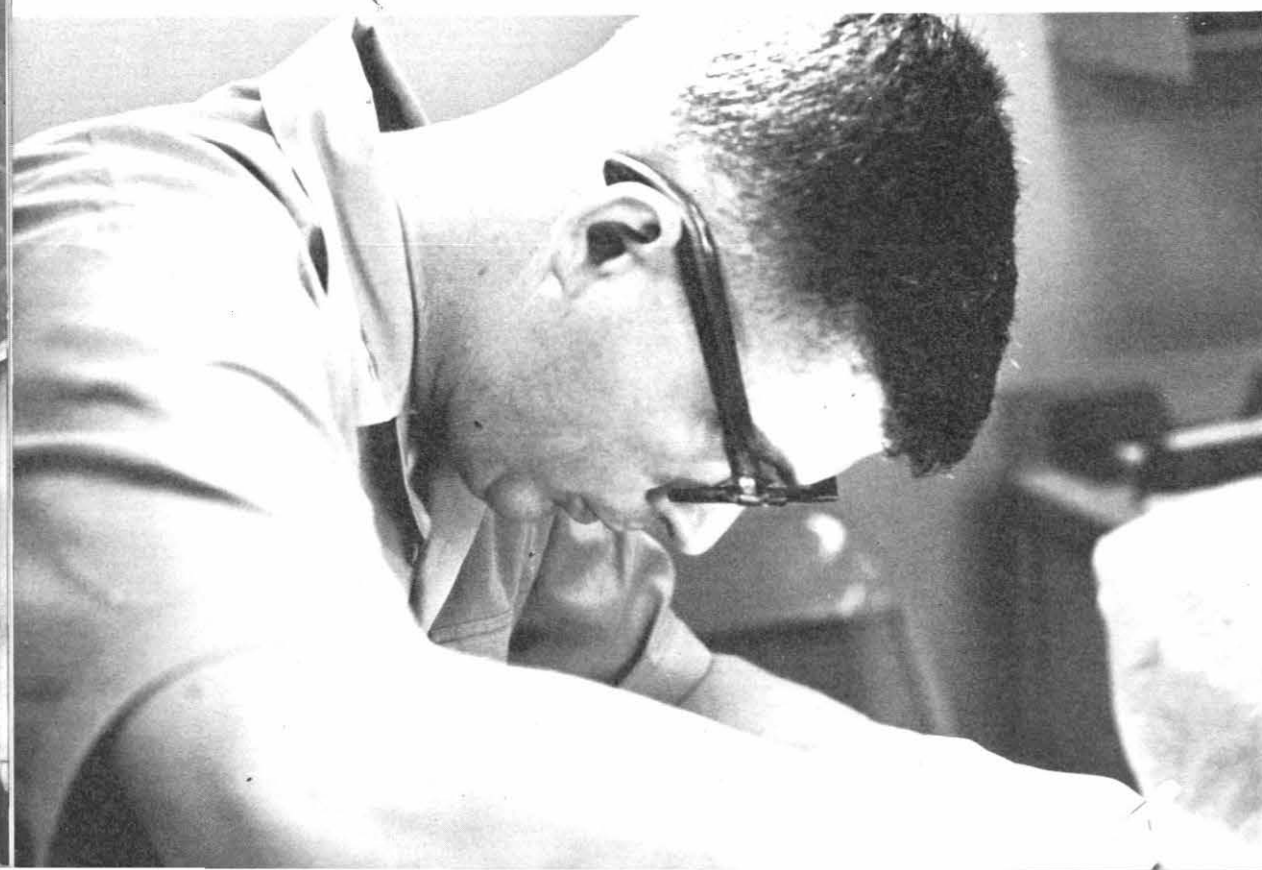




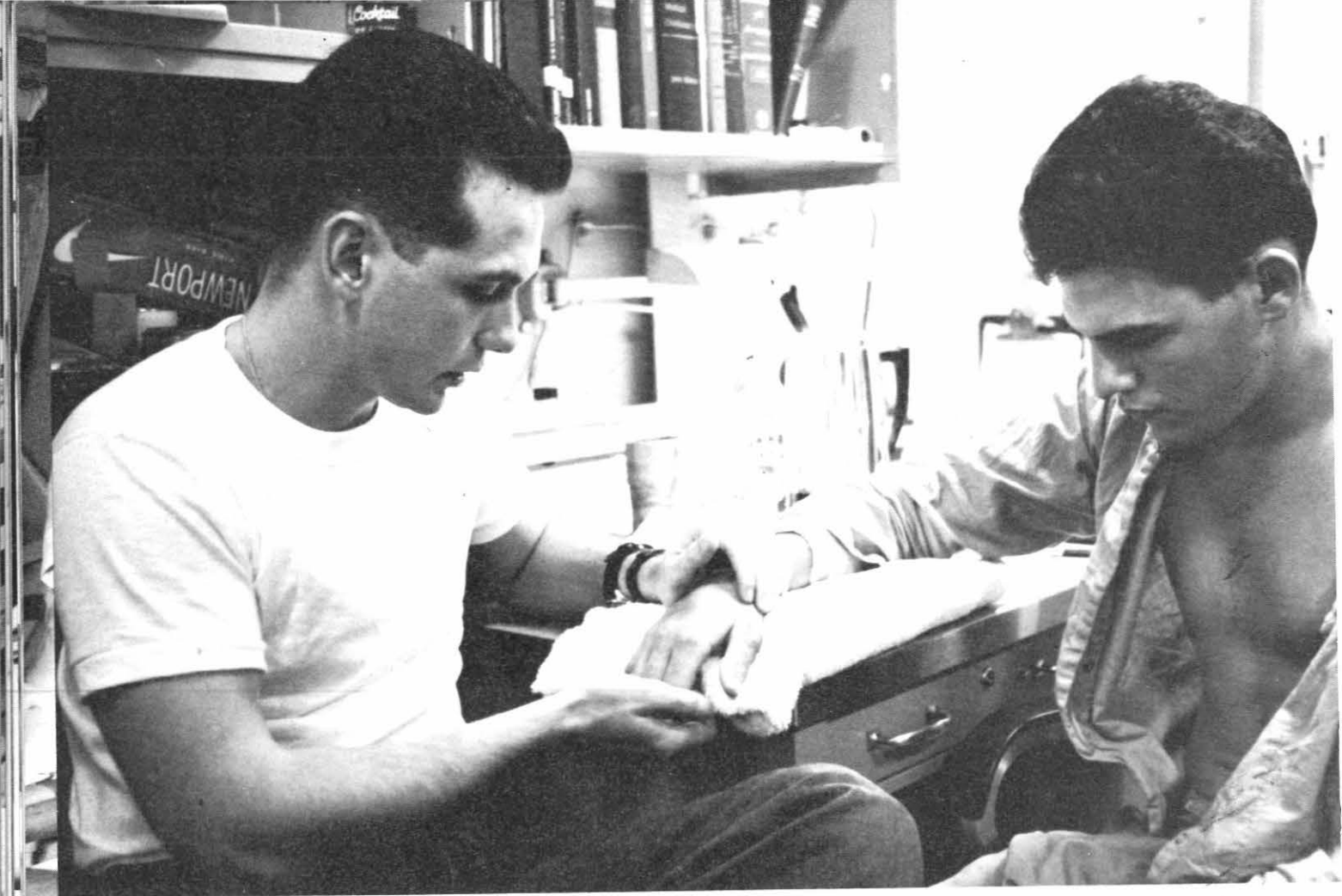




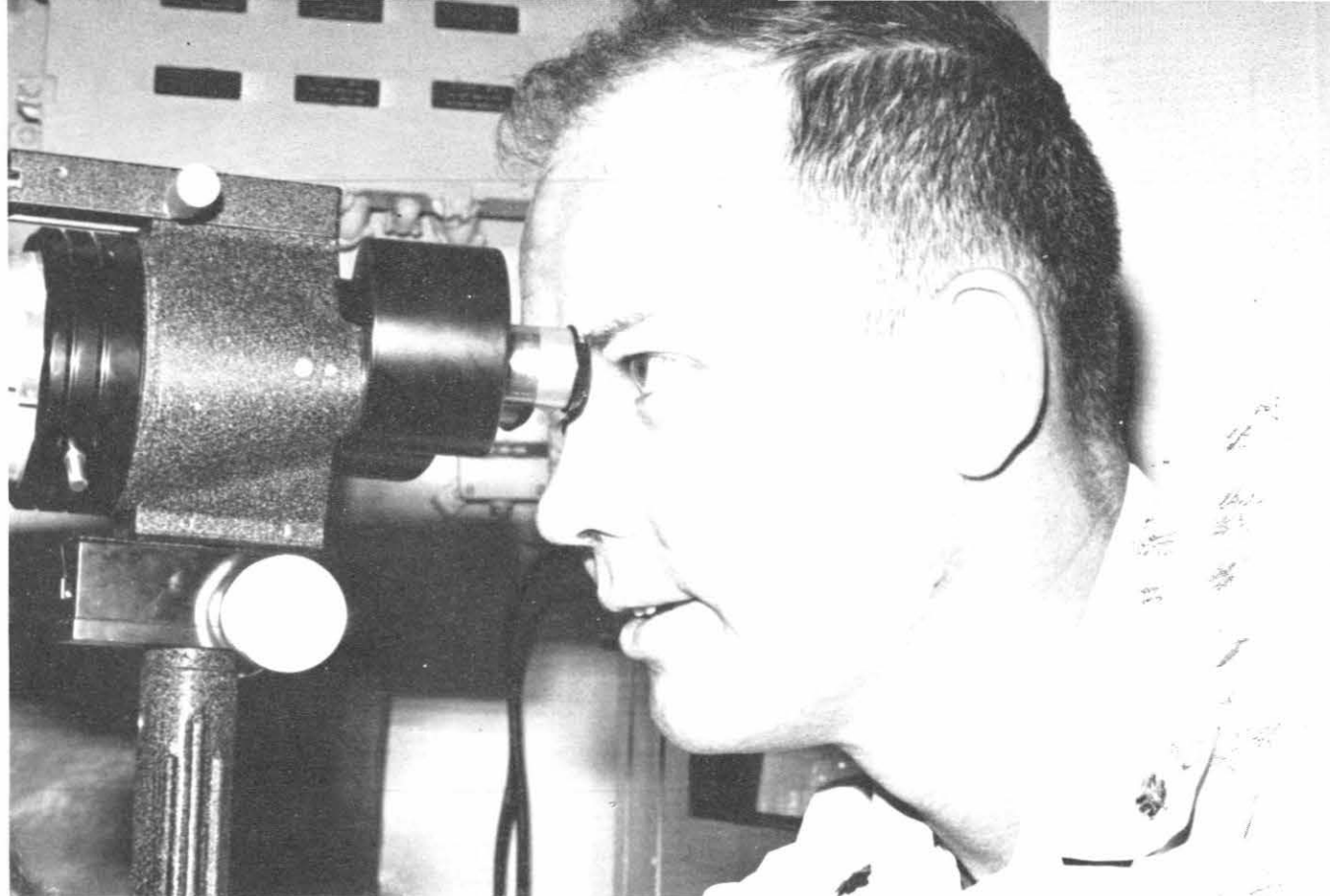














The "Cysto Kid" and the 4 Scopes.

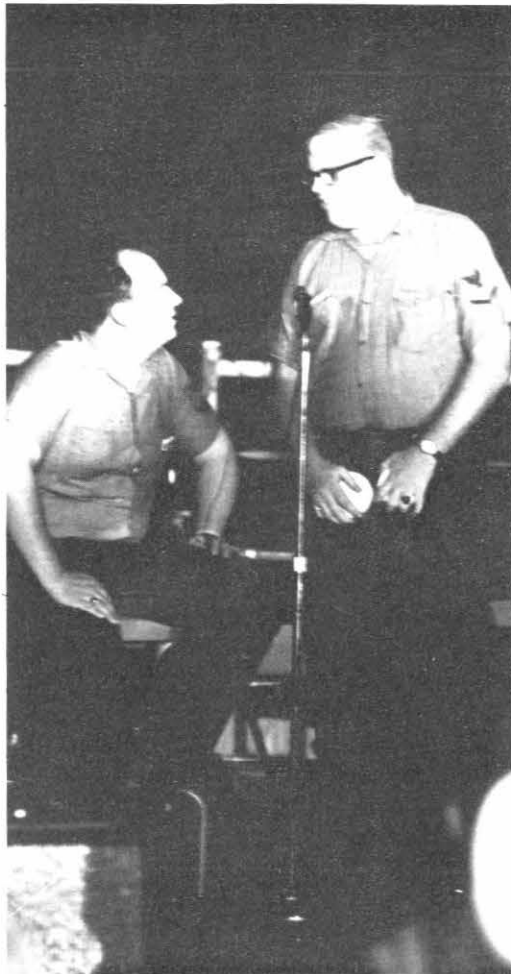
The patients, having gone through surgery, intensive post-operative treatment and now well on the way to recovery, the nurses were aided in their tasks of making life a little more comfortable for their patients by the members of the American Red Cross, Miss Carpenter and Miss Ritzie. Games, letters to home, providing toilet articles and just stopping by to chat were some of their activities daily on the wards. The big nights were the variety show nights, staged by the Red Cross workers, but starring both the staff and the patients.

Laughter is the best medicine.....Variety Show, 03 level.







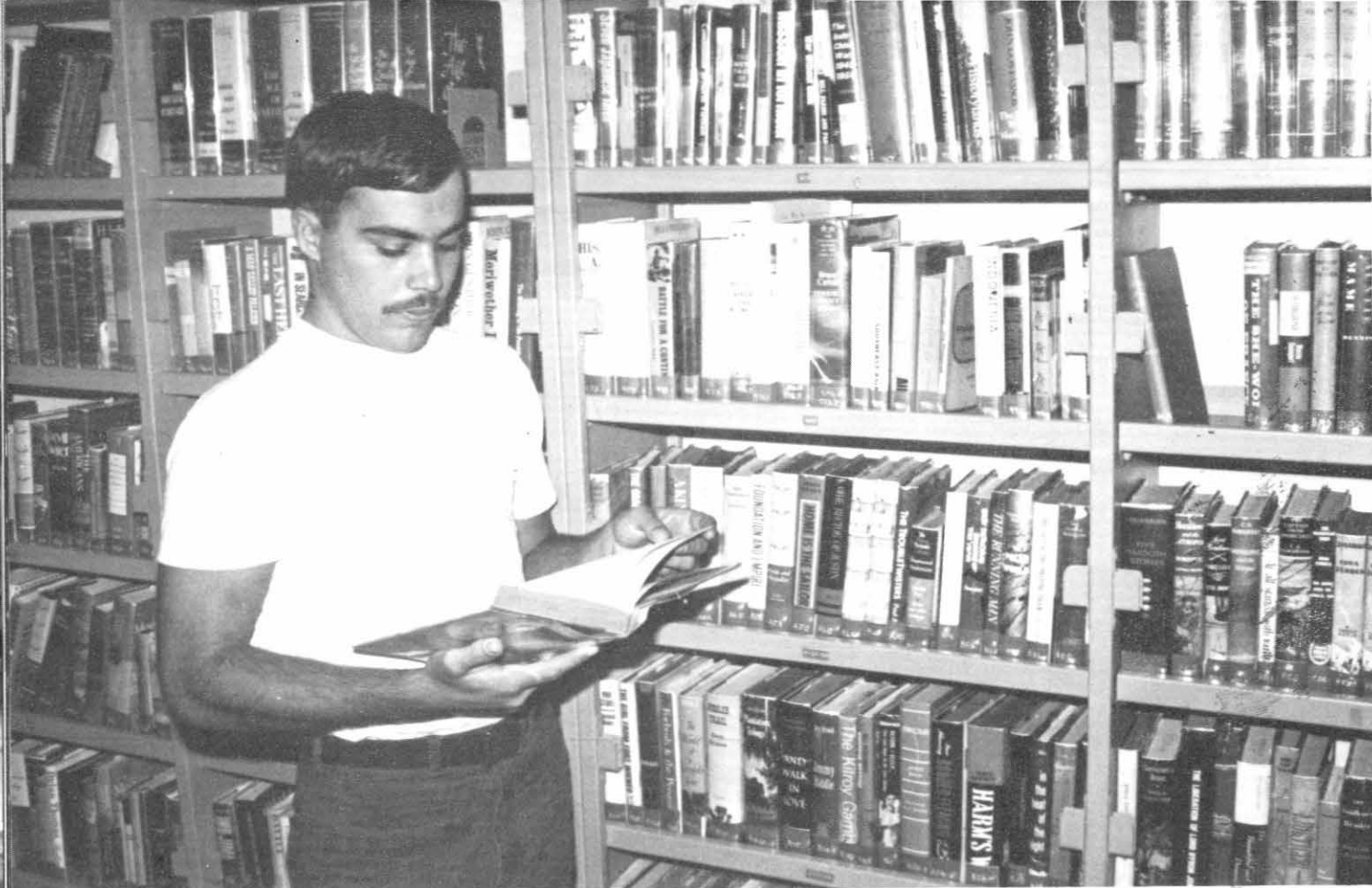


Handwritten notes or signatures, possibly a list of names or a dedication, written vertically on the right side of the page.









As the patients improved, they had more time for reading and just plain relaxin'. SN R.C. Thomas, the chaplain's assistant, checks over a book before returning it to the shelves.

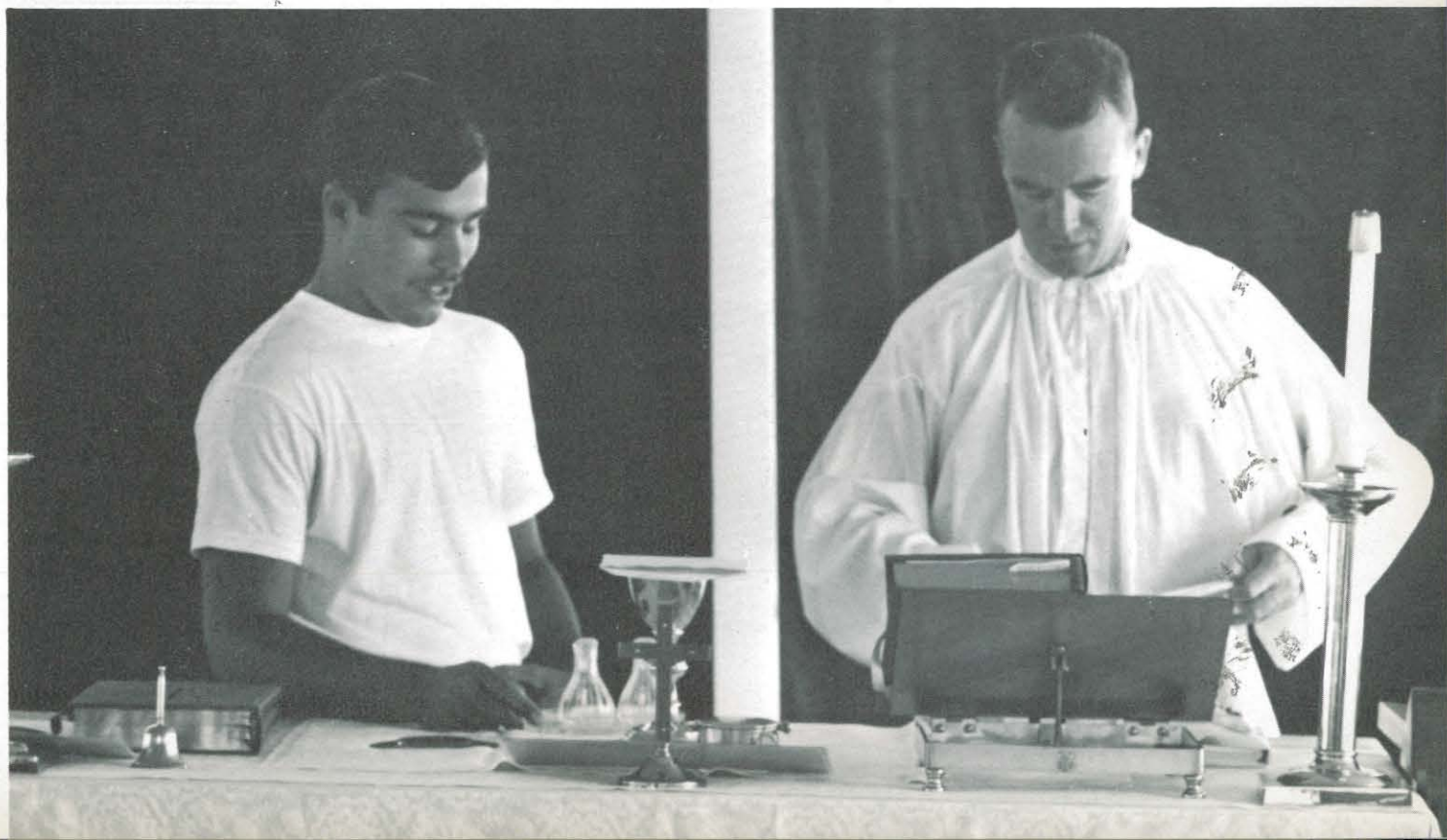


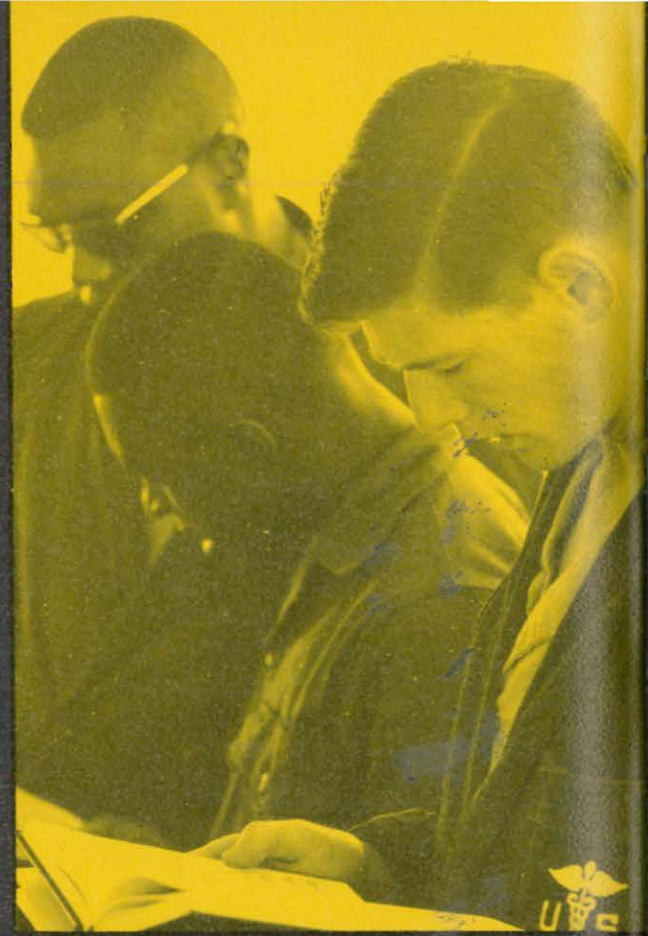
Strummin' the strings under the Southern sun. Patients relaxing on the 03 level.



Sailing with SANCTUARY to the Far East were Lcdr Chester Weber, CHC and Lcdr Thomas Kelley, CHC, our Protestant and Catholic chaplains respectively. In addition to holding services, the chaplains were there to see each seriously or critically injured

man at the moment of his admission to the hospital, helped the men with any personal problems they had either here or at home, corresponded frequently with patient's next of kin and were in charge of the crew's library.







The Passover is celebrated by Jewish personnel aboard SANCTUARY.

Chief Brick officiates at the celebration of the Jewish Hanuka.





Radio III places radio-telephone calls for staff and patients to the States. (Top left) RMSN J. Lencion, USN. (Top right) Lt Val Galysyn, MC, USN. (Below) RM/1 G. Beaver, USN, looks on as a call is placed.





Captain Duffner awards Purple Hearts to Marines recently wounded in Vietnam.

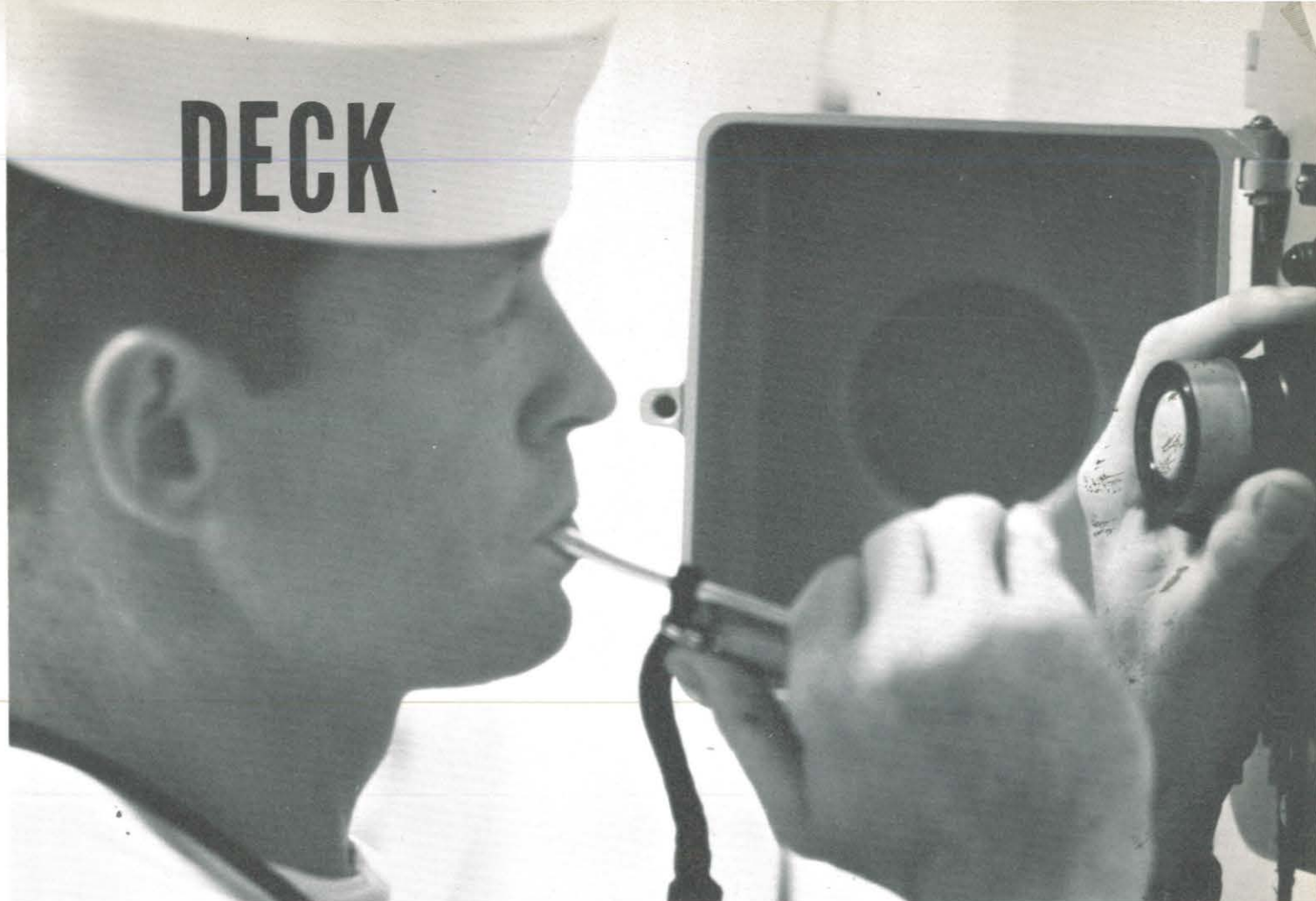
HM3 J. Edwards and HM1 H. DiDomenico make ready the Air Evac manifest.





Their time aboard SANCTUARY has ended. The duty party (above) heads back for the beach in a Landing Craft Medium. Those more seriously wounded (below) are sent ashore for Air Evacuation back to the United States for further treatment.





The surgical pace kept up fast and furious. The wards were filled. On the night of July 15th, 1967, the Communists hit the Da Nang airfield with a barrage of rockets that killed eight Marines, wounded 173 and wrecked 42 planes. The lights in the surgical pavillions burned steadily throughout the night as surgeons worked, cutting, retracting, blotting, sponging and sewing. There were patients everywhere; receiving IV fluids, getting physiotherapy, having

blood drawn, getting positive pressure breathing, getting turned in Stryker frames. Although we had been scheduled for a Rest and Relaxation period in Hong Kong, there was nobody aboard ship who really believed we would go, for Hong Kong had recently been torn by riots and civil strife, but on July 16th, the REPOSE slid into Da Nang Harbor to relieve us and on 17 July, 1967, the word was passed on the public address system:

GO TO YOUR STATIONS ALL THE SPECIAL SEA AND ANCHOR DETAIL

.....We were on our way to Hong Kong.

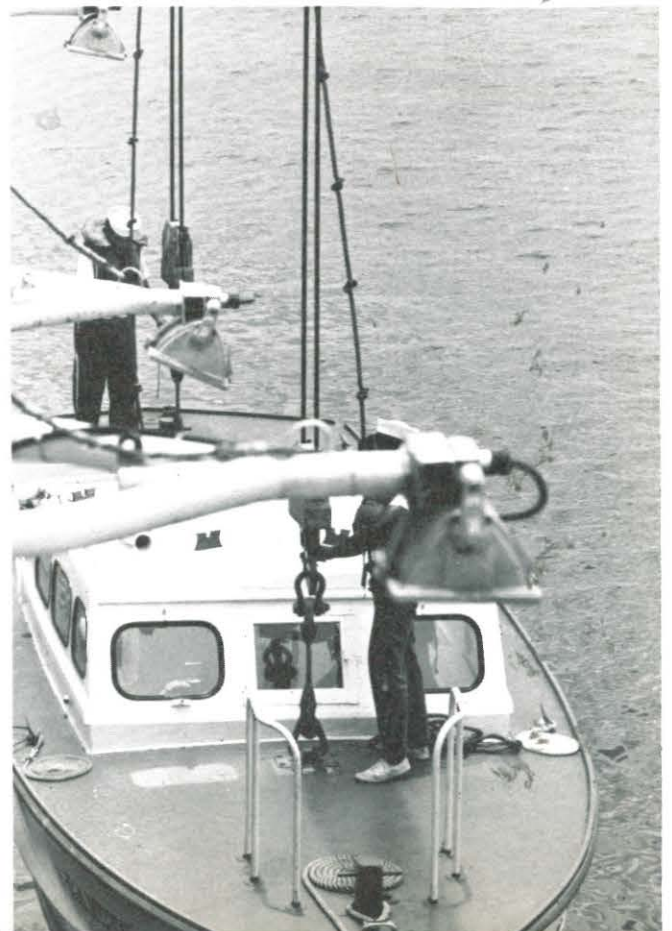


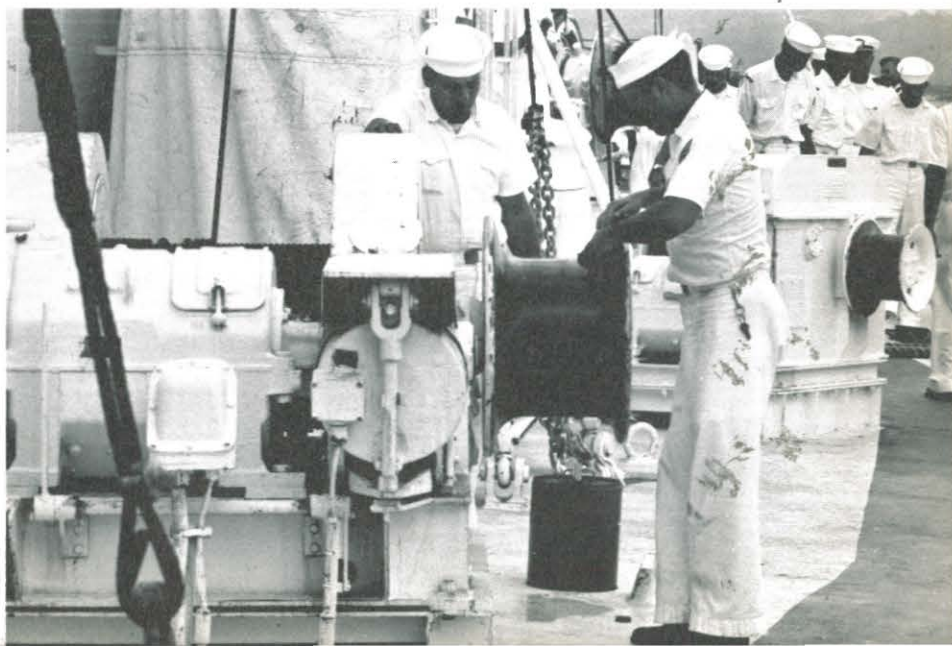
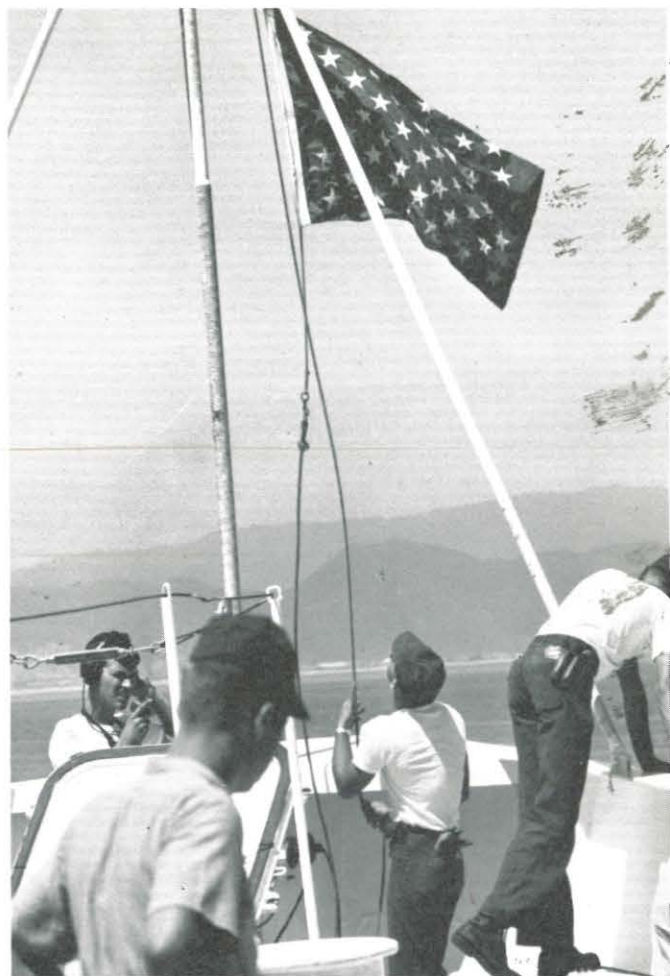
The Deck Division.....



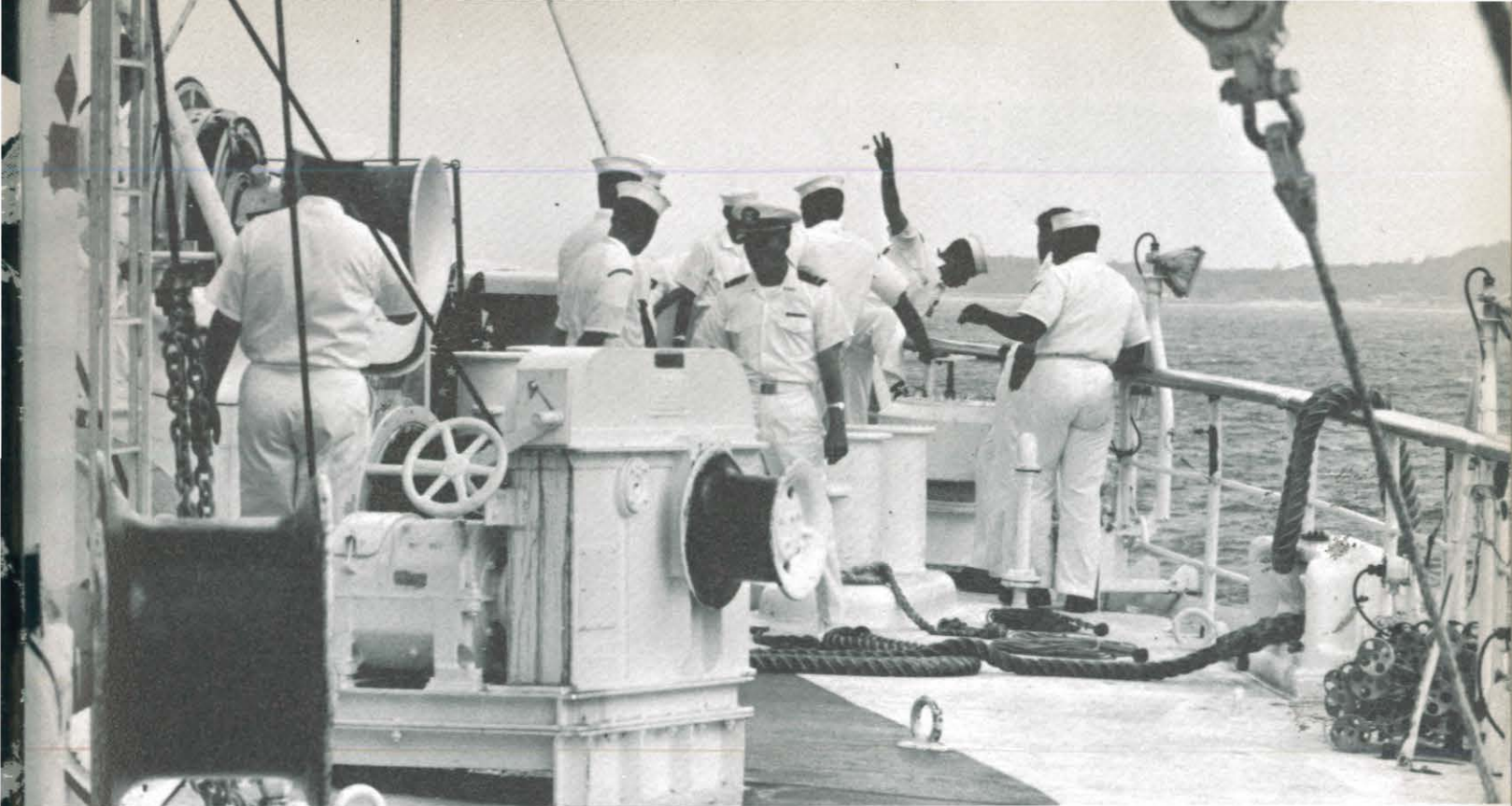
....brought the gigs aboard.....

....and gripped them down.









As the ship prepares to get underway, men move into appointed positions and the movements in activating the leviathan begin. On the forecastle the deck crew gathers, talkers put on their phones, the anchor windlass is tested, slipped into neutral and spun. A bosn notifies the bridge "Ready to connect up and heave around". The bridge answers back, "Connect up and commence heaving around to short stay". Husky hands knock off the pelican stopper. By links and shots the heavy anchor cable rises. Each link weighs 50 pounds and each 15 fathoms is called a "shot". The windlass turns, the bosn entones, "45 fathoms at the hawse", then, 45 fathoms at the wildcat, then 30 fathoms at the water's edge and then at the hawse and then the wildcat. As the anchor is finally pulled up so that only its flukes are in the muddy Vietnam alluvium the bosn yells out, "Anchor at Short Stay". "Heave around and up" commands the bridge. Rapidly now turns the windlass and the giant anchor breaks ground. "Anchors aweigh" and a few moments later we are on our way.

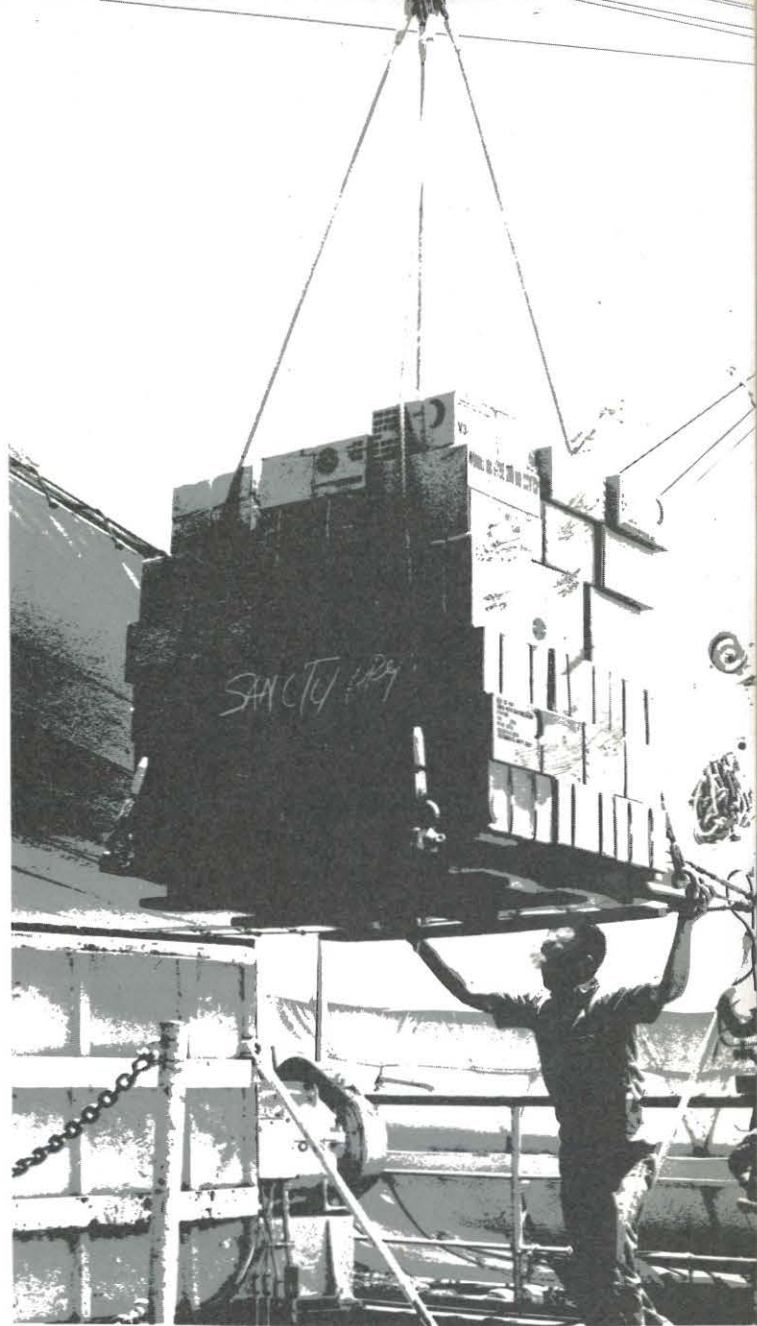
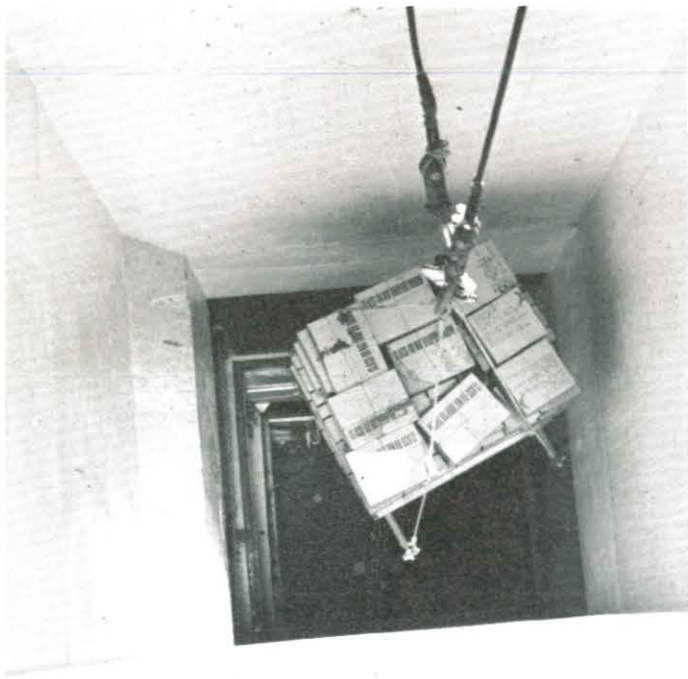


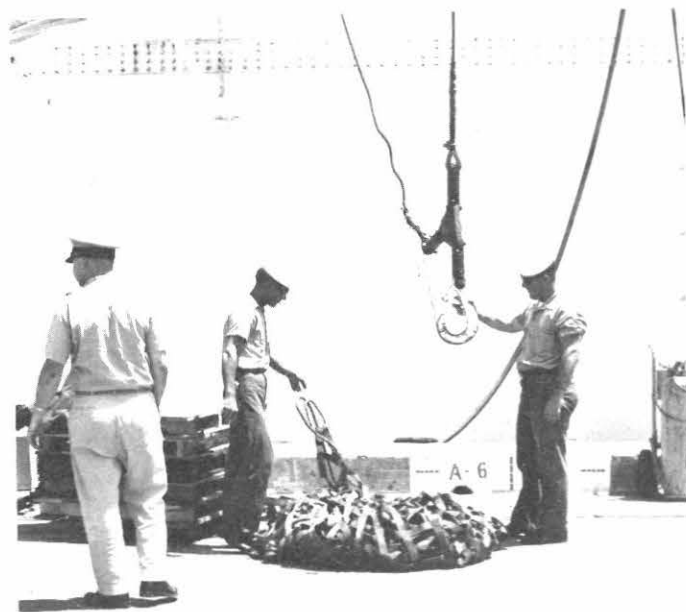
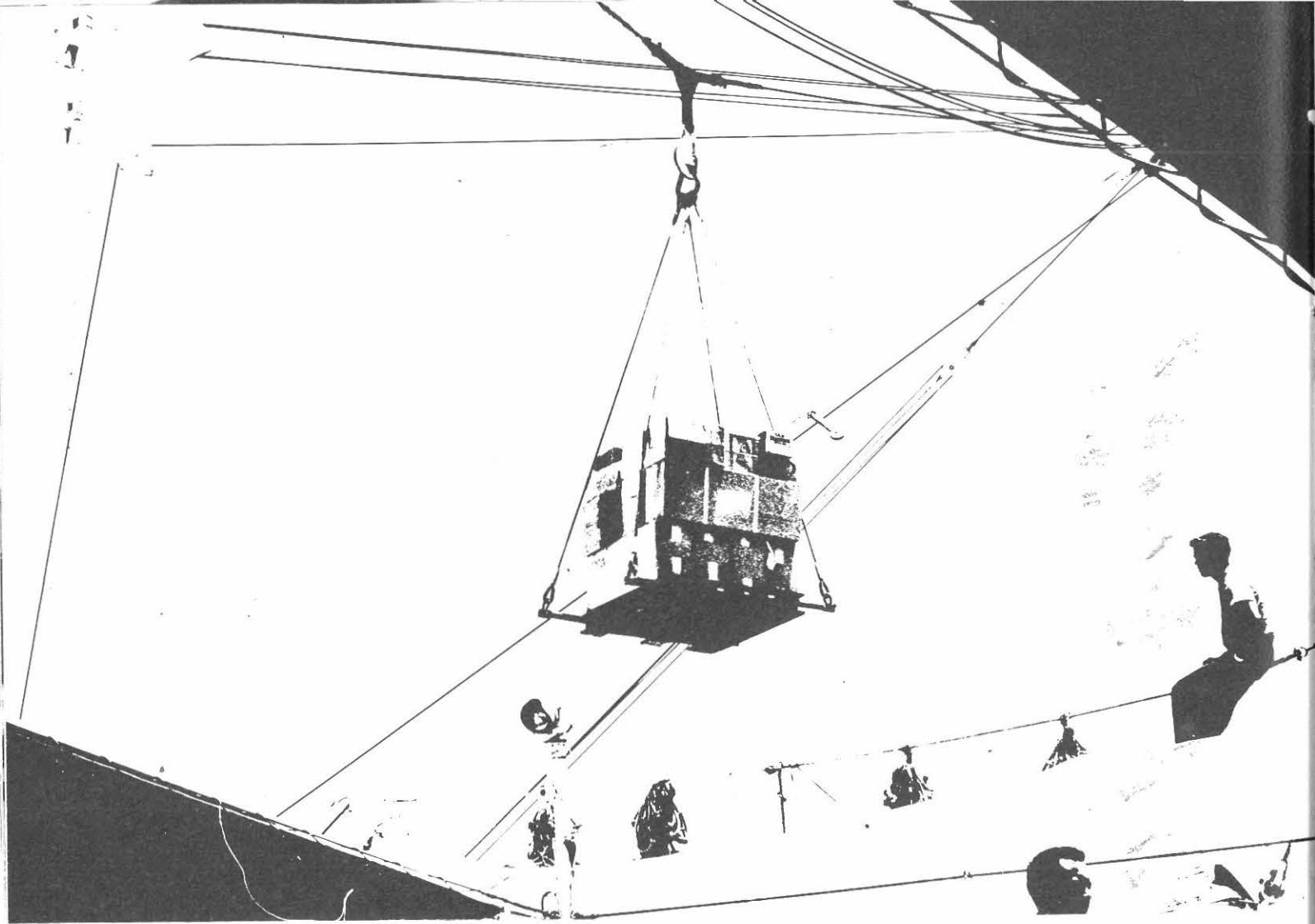
To stay on line, a ship needs black oil, without which, she cannot move, beans to feed her crew and medical provisions to perform her tasks. Replenishing at sea is always a fascinating evolution, whether it is by helicopter or from an oiler or a supply ship.

A time and place are set in the vastness of the sea, bringing together the supplier and the ship to be supplied. Carefully, the approach is made, gear is being laid out, hoses, lines, helmets and shotlines made ready. The deck crew removes the retractable rails and fenders are slung alongside. Sud-



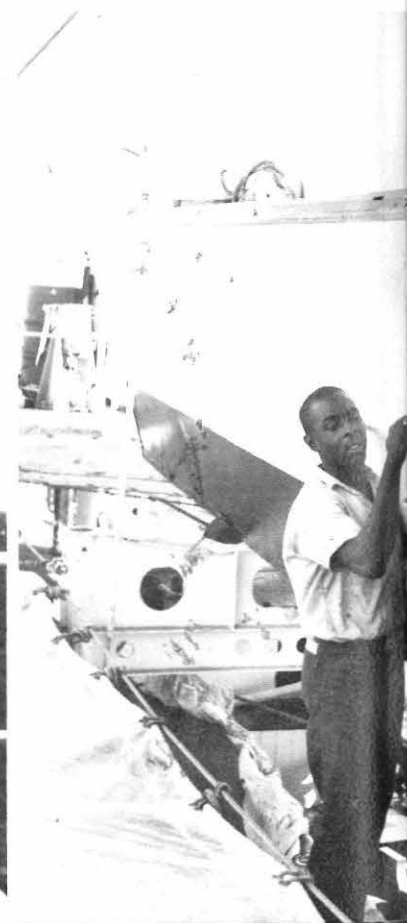
denly, there is green, swirling water between two huge ships on parallel courses, a gun is fired and a shot line whistles across the eddying waters that separate the two ships. Quickly, the line is reeved through blocks and pulled in by hand to the winch, then the 3" nylon line is brought aboard and the two ships connect up by span wire. "Avast heaving" cries the rig captain in a voice that smacks back to an earlier day of sail. The pelican hook is tripped, the fuel hoses are connected and the ship thirstily sucks black fuel oil, NSFO at 2000 gallons per minute from the mother oiler.

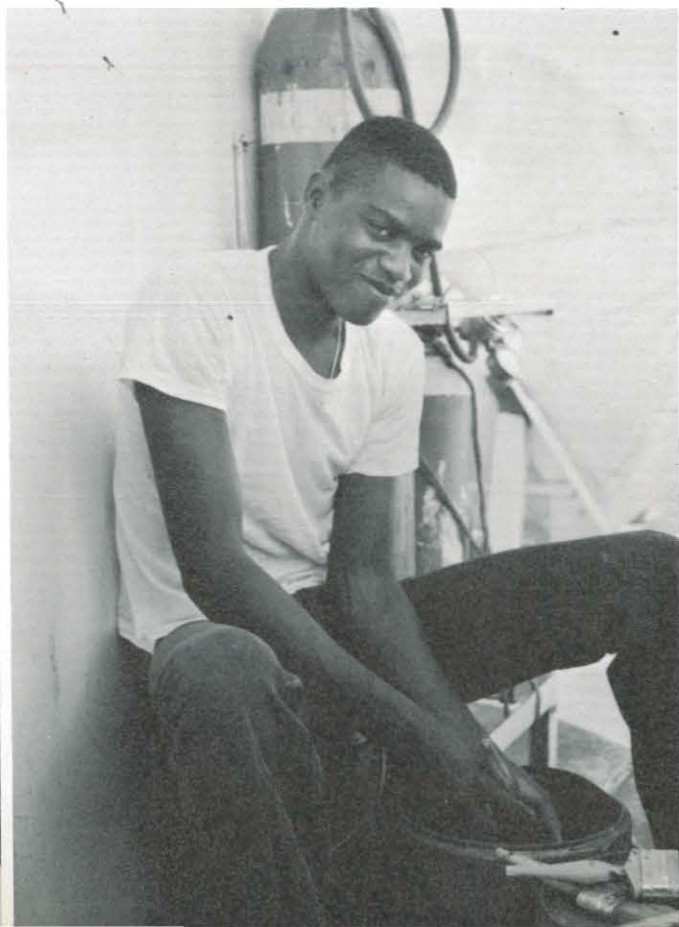
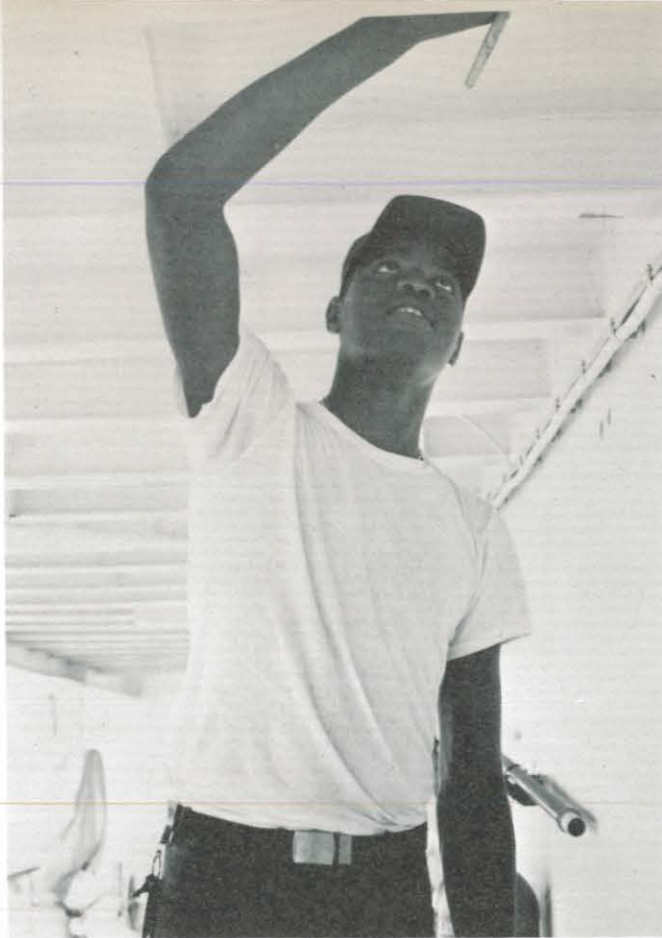




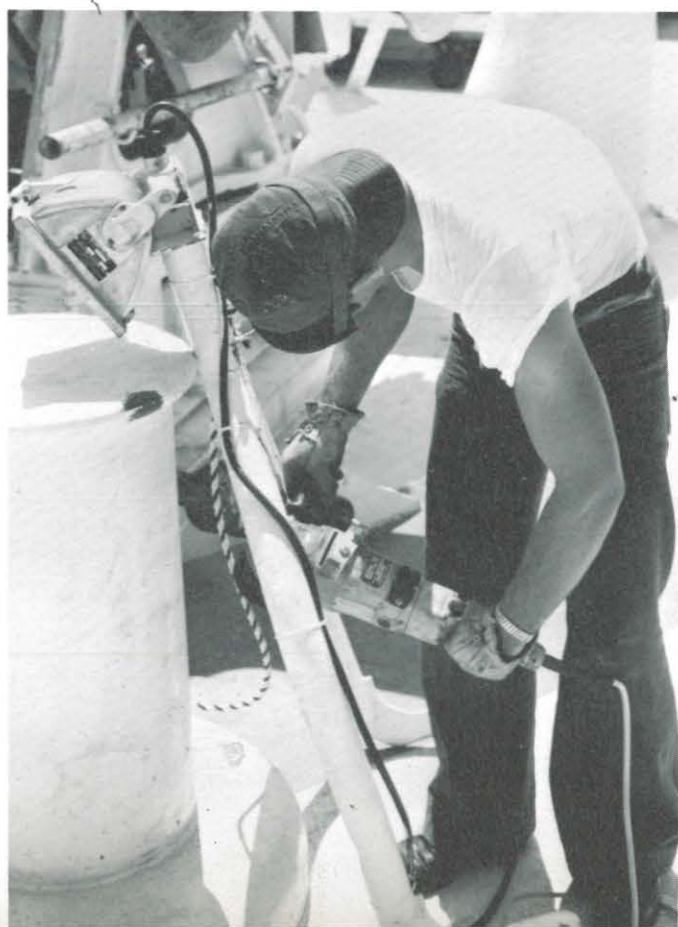
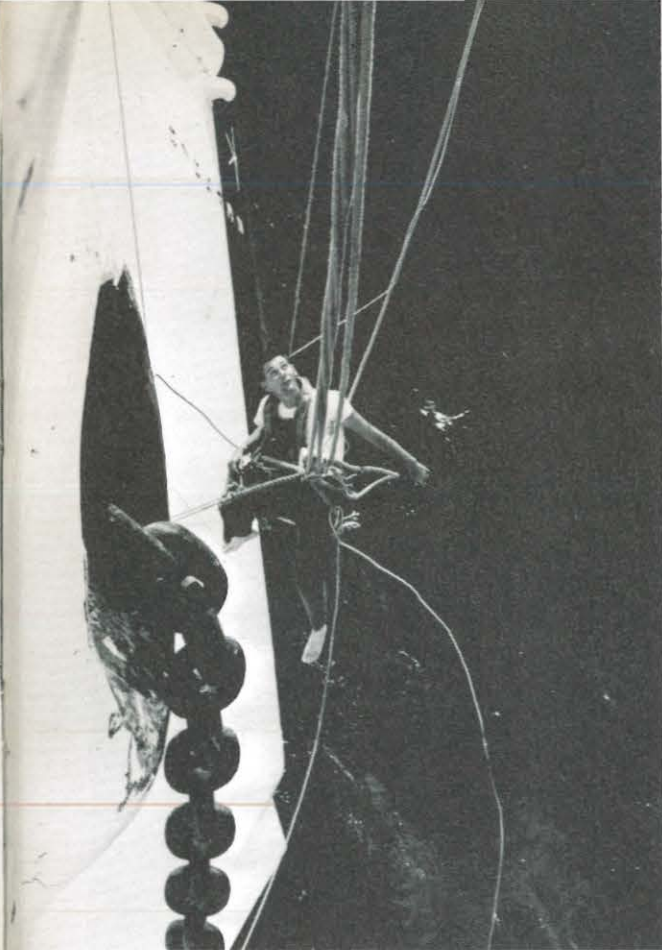


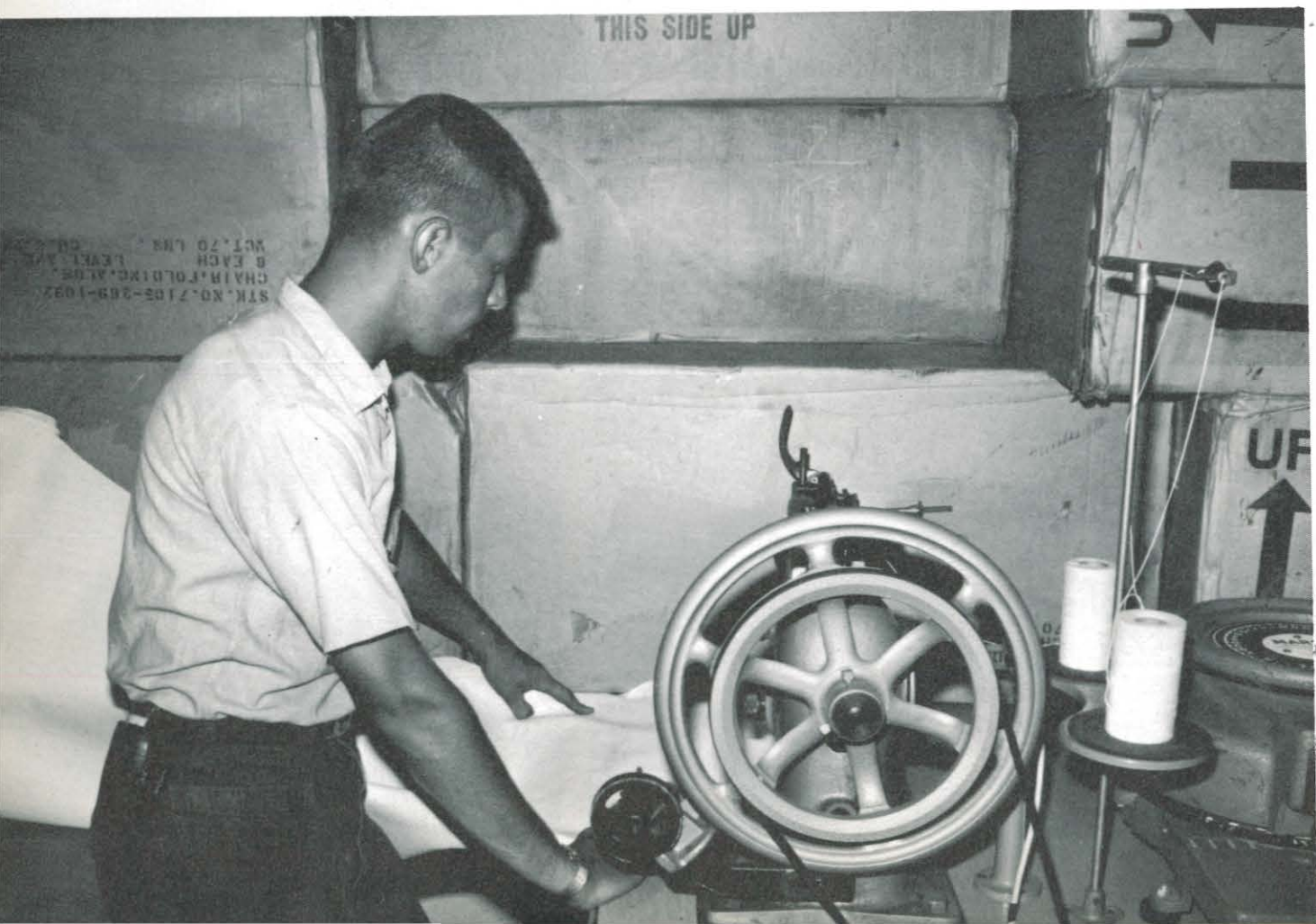
The "housecleaning" of the decks, the salt water washdowns, the maintenance of the saillocker and a good share of the repair parties, bridge and quarter deck watches are stood by the men of the Deck Division. And last, but not least, are the boats, the gigs and motor whaleboat that takes us to and from our liberty. All these are within the bailiwick of Deck Division.











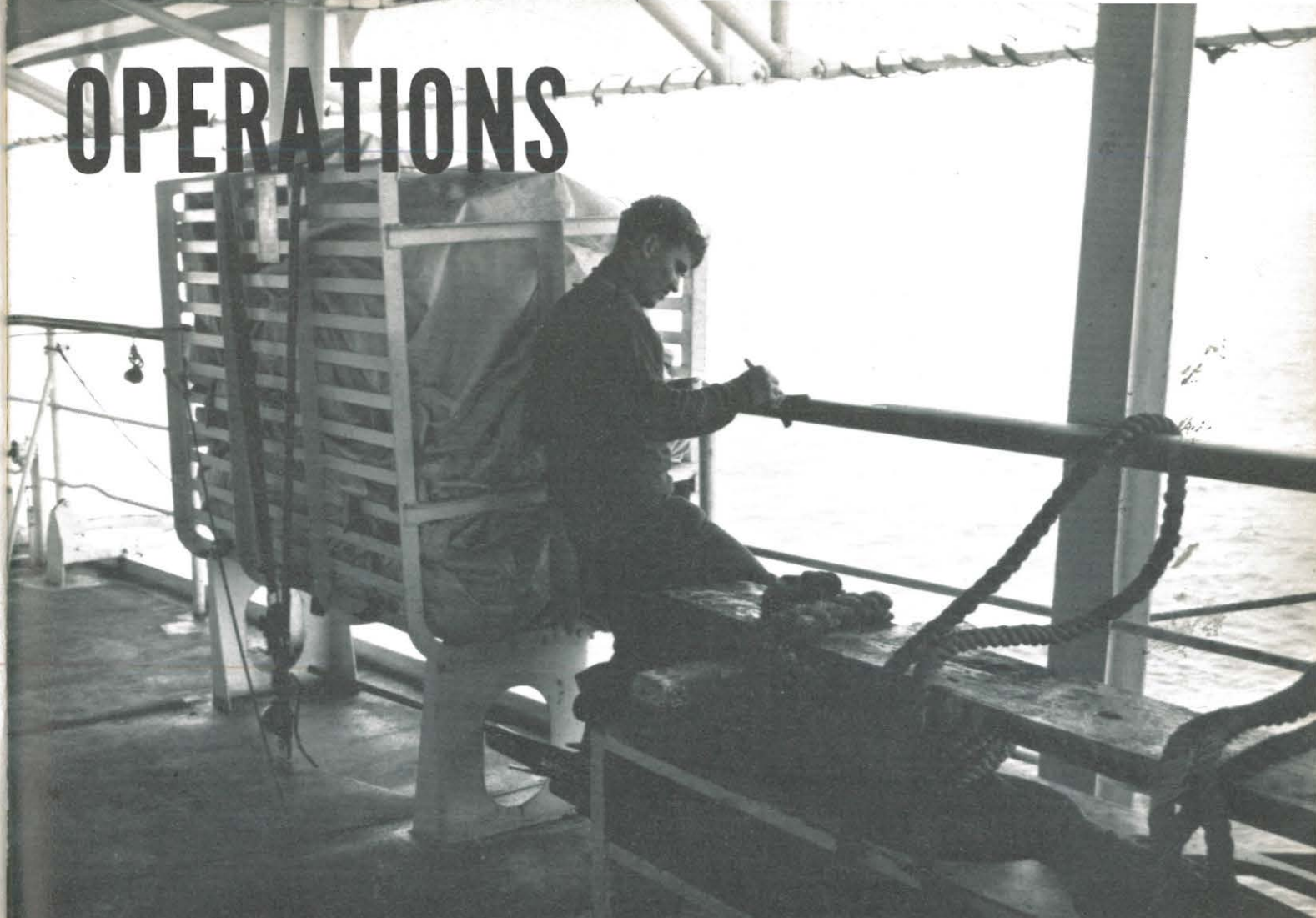


On July 15, 1967, SANCTUARY was visited by Vice Admiral Robert B. Brown, MC, USN, the Surgeon General of the U.S. Navy and Rear Admiral John Cowan, MC, USN, the Pacific Fleet Medical Officer.



Vice Admiral Robert B. Brown addresses the ship and hospital companies over SANCTUARY's closed circuit T.V. station.

OPERATIONS



On the signal bridge, and in the radio shack, activity is humming as the ship prepares to get underway for Hong Kong. Already "OPS" has sent out our Operations Schedule (OPSKE) to COMSEVENTHFLT and the Movement Report and Logistics Requirements (MONREP and COGREQ) to the ports concerned by radio or teletype. The Fleet Post Office in San Francisco has been notified to forward our mail to Hong Kong. Earlier in the morning the Departure Report was radioed to the Senior Officer Present in the Area (SOPA) in Da Nang advising of our hour of departure and anticipated return.

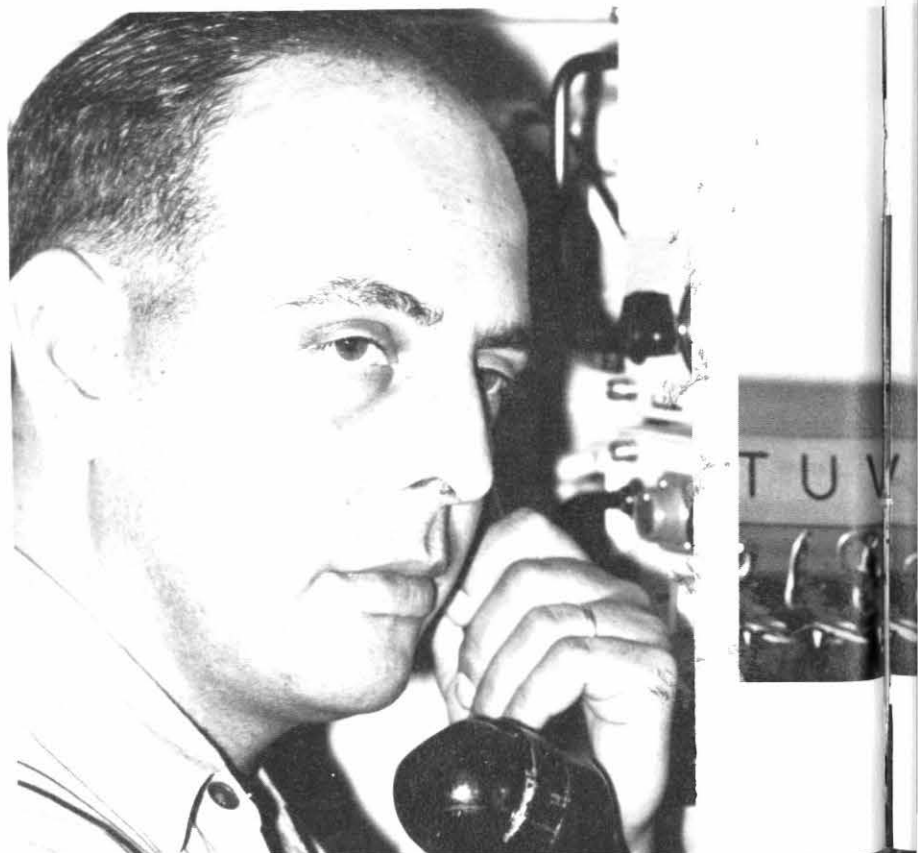
Now, as the ship gets underway, the com-

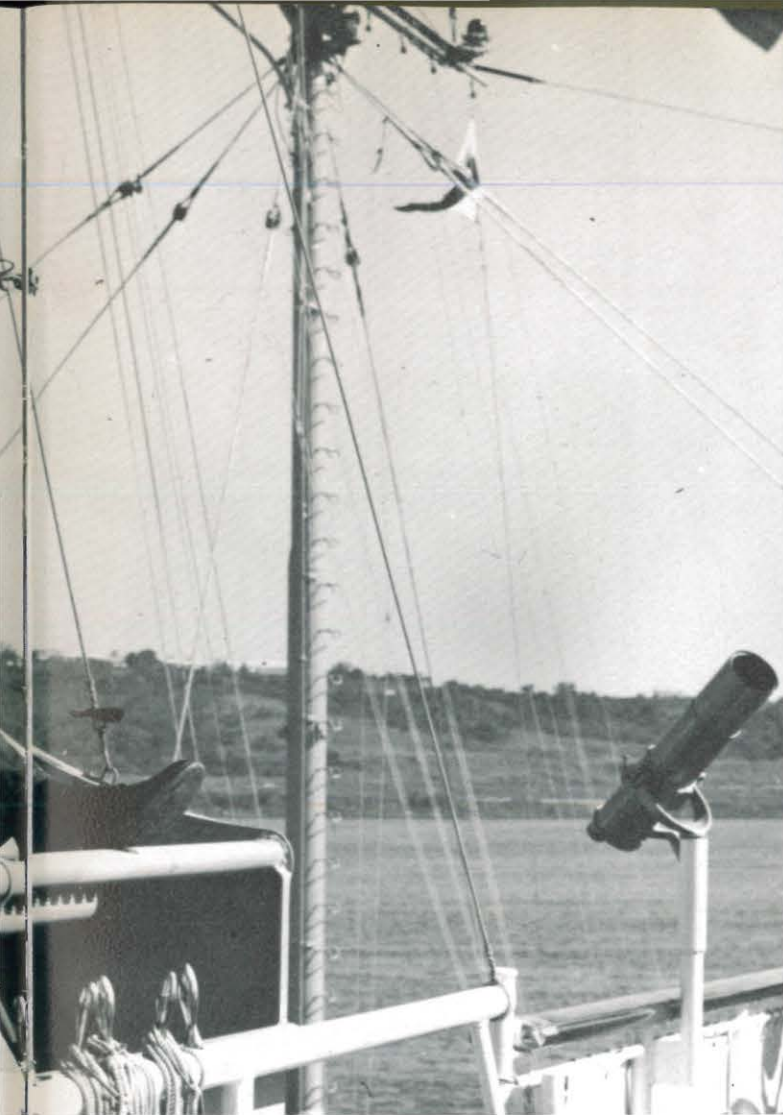
manding officer orders "Run up Mike, Corpen 105, Close Up" and "Indicate speed 12 knots" and the gaily colored flags are snapped to the halyard and run close up, for course, and to the dip for speed.

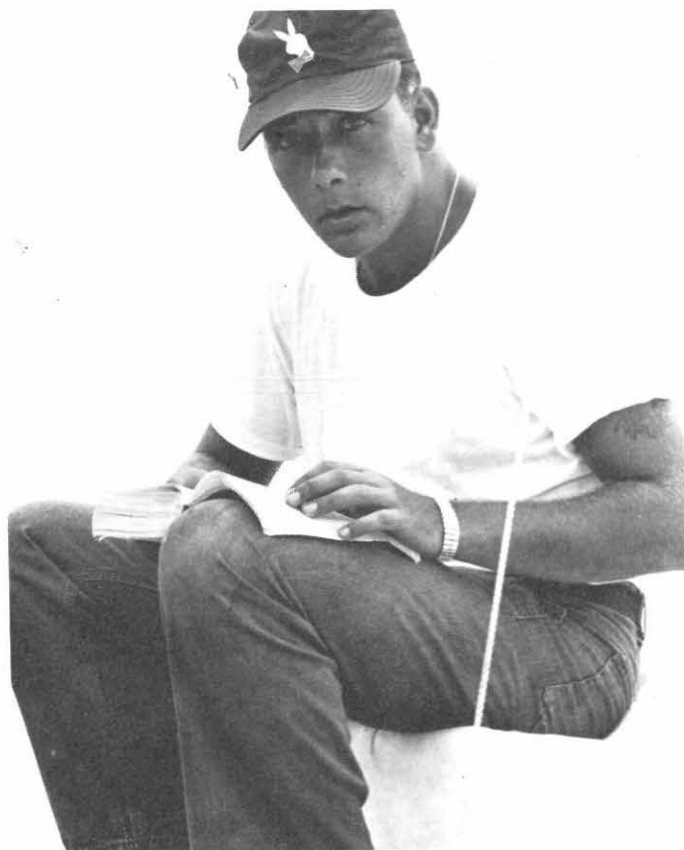
In the radio shack, where already over 10,000 messages have cracked across the ether since our deployment in Vietnam, the Electronic Techs and Radio Techs are sending out messages indicating our Casualty Report and individual Condition Reports. The radar men are scanning their scopes as the ship leaves the harbor. SM2 Peek on the signal bridge settles down for a good crossing.

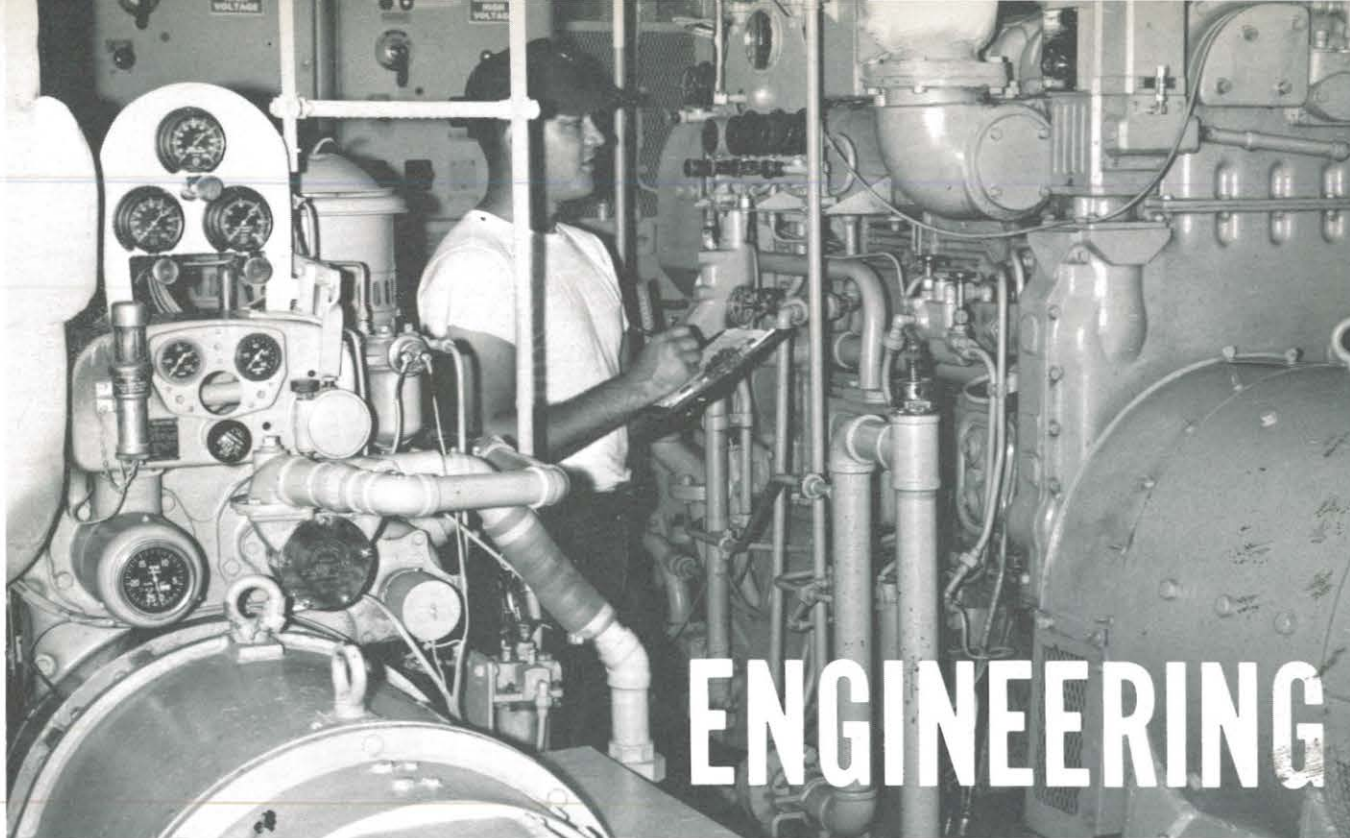












Deep in the bowels of the ship, the "black gangs" of the Engineering Department prepare to get underway. The "E" Department has been divided into five divisions. A Division (Auxiliary) maintains the air conditioning gear, the fresh water and steam supply systems to ancillary services and laundry, and the refrigeration systems, steering engines, the small boat engines and the emergency diesels. B Division (Boiler) maintains the ship's boilers. They also control the proper delivery of fuel oil via pumps and are responsible for boiler chemistry and the testing of potable water. E Division (Electrical) keeps all the electrical gear working, including motors and generators and the interior communications is responsible for the gyro system, the repeaters, telephone systems and also project our movies. M Division (Machinery) has the main propulsion plant and associated auxiliary motors. They are responsible for the shaft and propeller and for the upkeep of the fresh water evaporators. R Division (Repair) keeps a watch on the fire main system, the flushing system, repairs the hull and fittings and is respon-

sible for installing all equipment not integral to other divisions on the ship's hull.

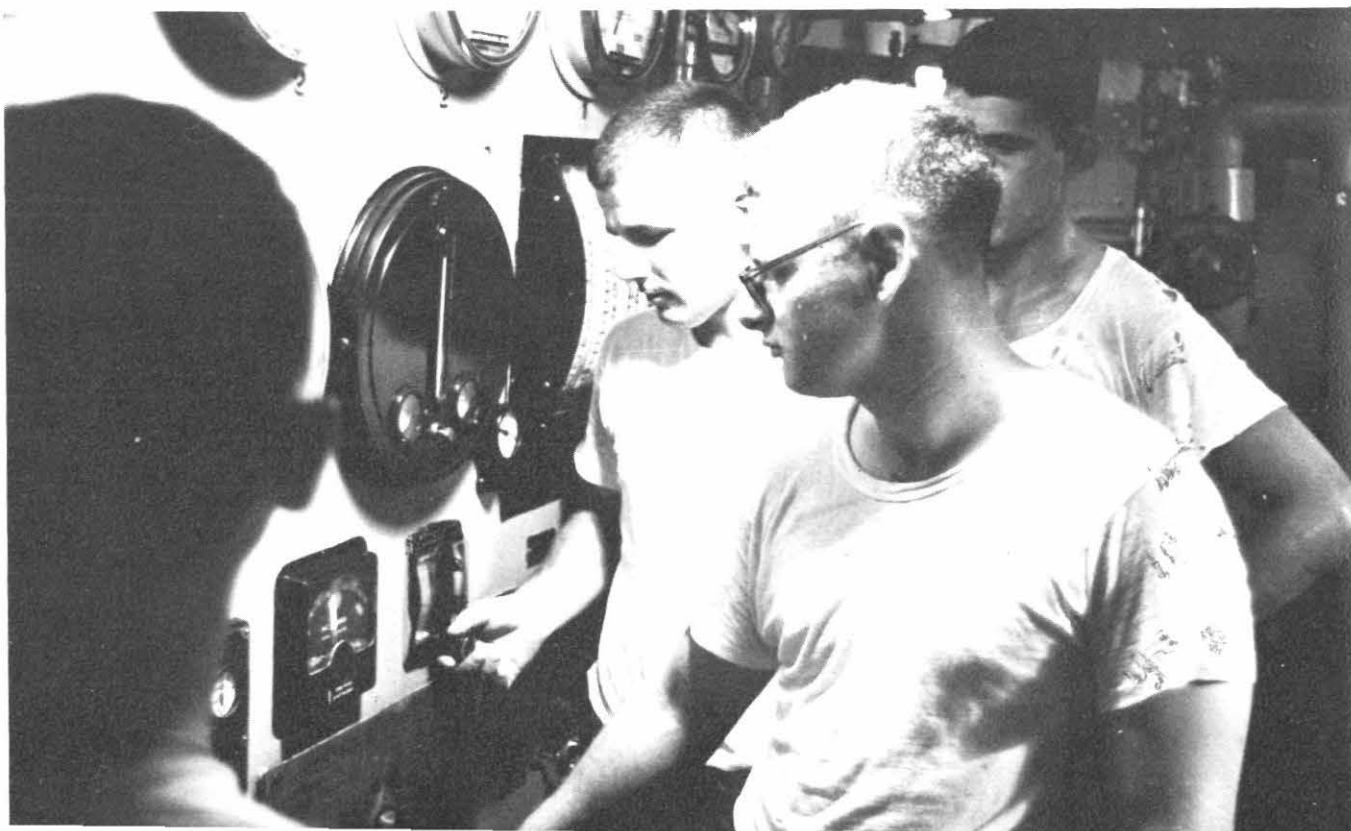
While operations was sending out their last messages, engineering has been busy checking off the navigational aids and lighting off the gyros. Tugs and line handlers are arranged. Radar energized. Four hours before we leave, permission is requested and granted to light off the boilers and 1 1/2 hours prior to departure, the word is flashed throughout the ship, "Set Material Condition YÖKE". Then comes the announcement, that, "The Officer of the Deck is shifting his Watch to the Bridge". Reports to DC Central having been made, the 2nd boiler is brought on the line at a line pressure of 440 pounds per square inch. The shaft is spun in both directions for a pre-steaming check and the engineer now relates that he is "Ready to get under way". The two Babcock and Wilcox boilers send steam to the turbine of 9,000 shaft horsepower down the main shaft to the prop. 66 turns is called for as SANCTUARY makes her 12 knots on her way to Hong Kong.

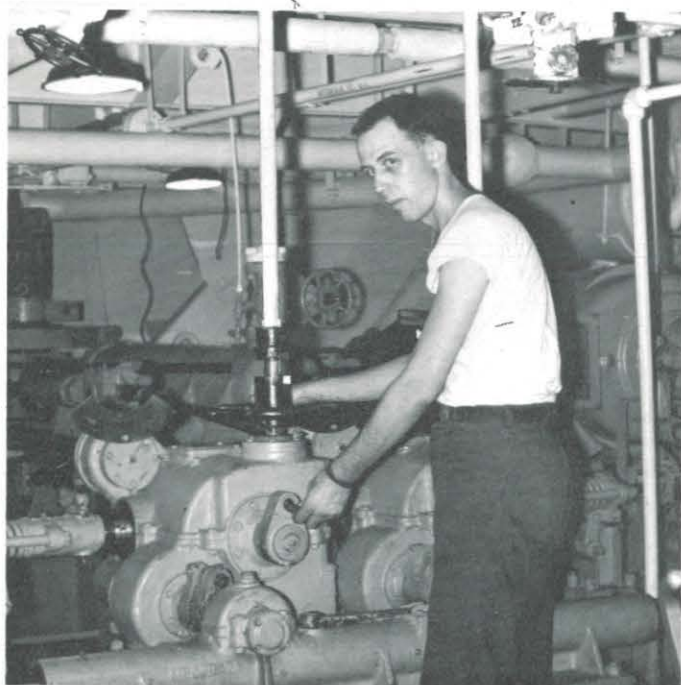
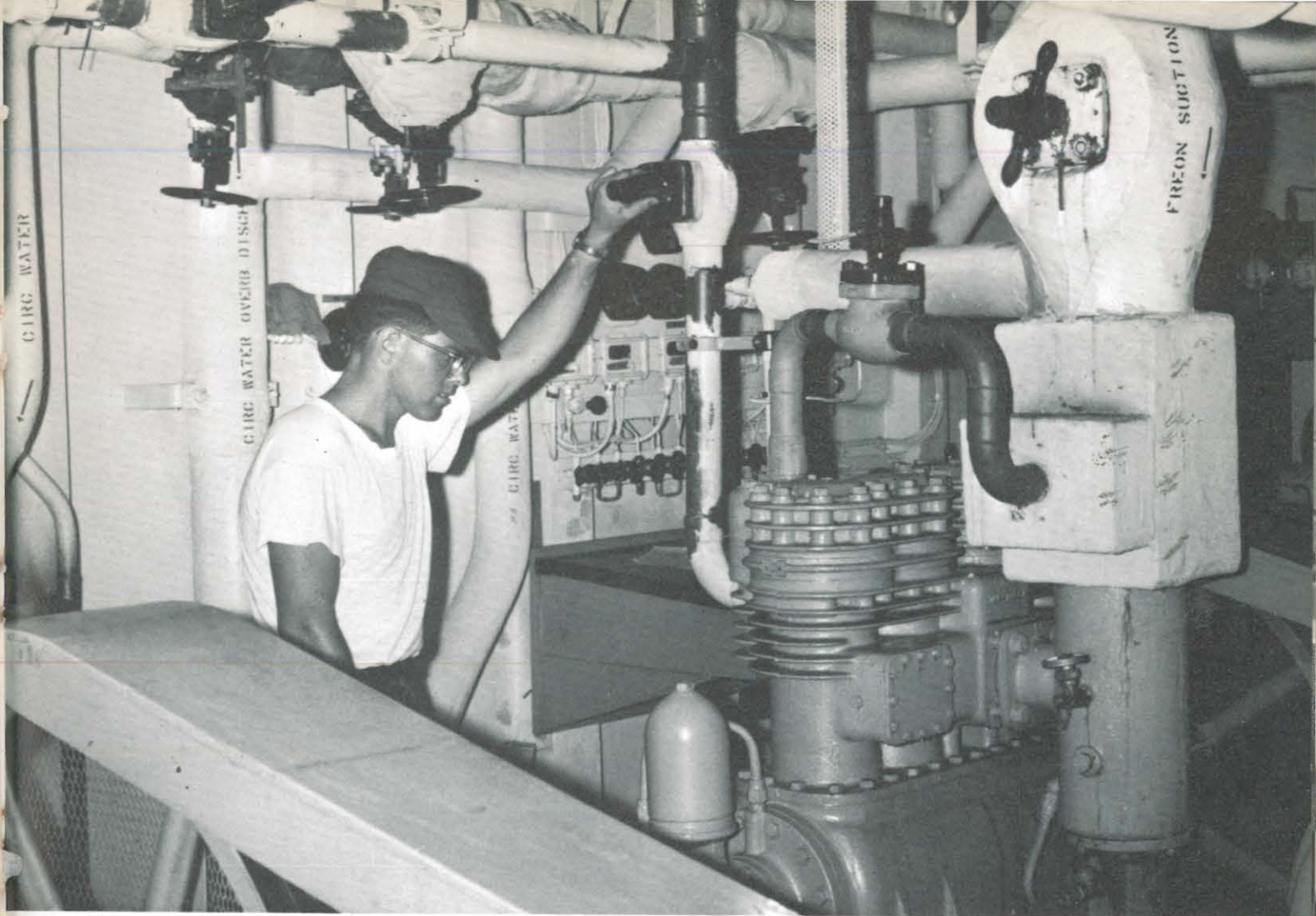
Let us follow for a moment the course of a drop of water as it is taken in from the harbor in Da Nang and utilized to propel us on our way to Hong Kong.

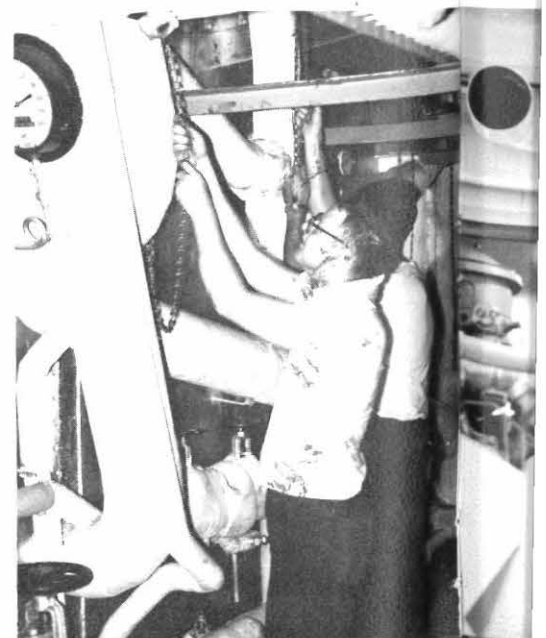
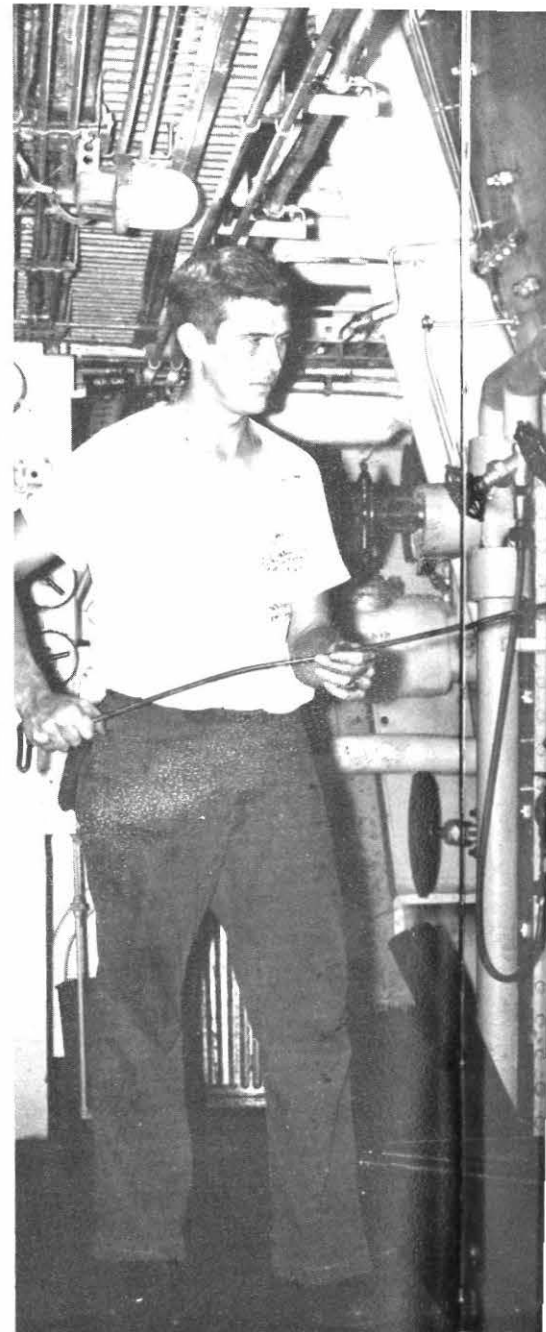
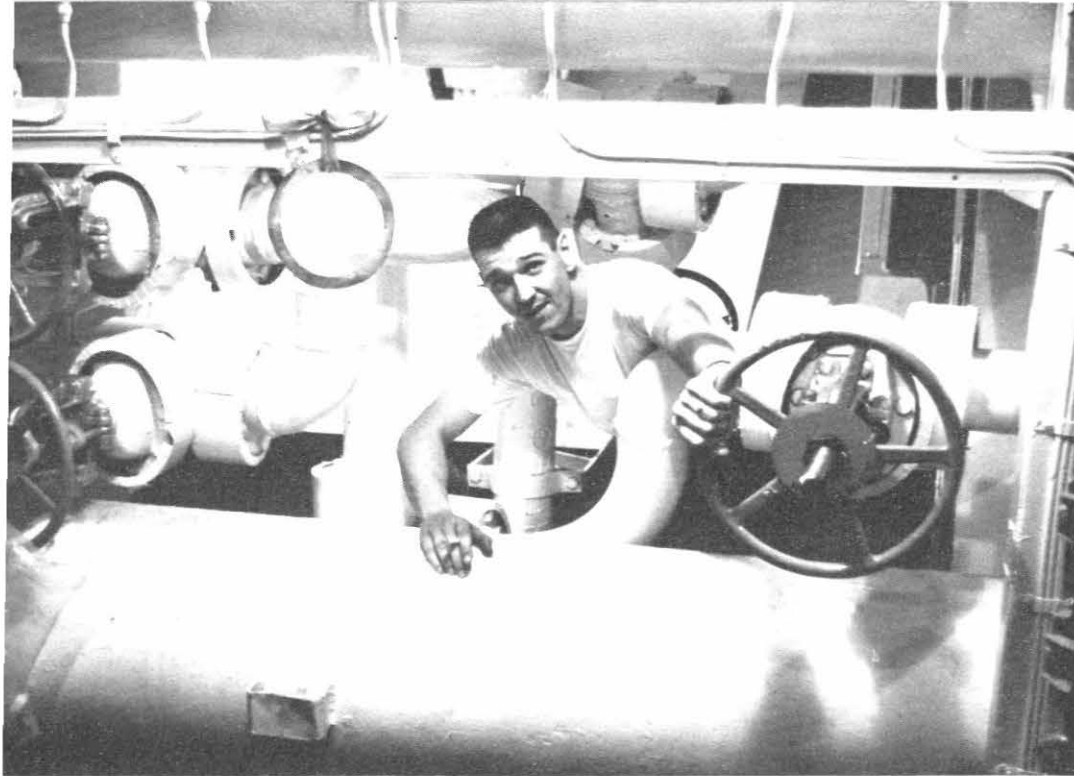
Sea water from the harbor is brought in by the feed water suction system located at frame 138, to the evaporator, where $\frac{1}{3}$ of the water is converted to fresh water by the first effect of evaporation, followed by the second effect of condensation and cooling. The big Grissom and Russel evaporator can turn out 20,000 gallons of fresh water daily. From here, our retained drop of water, now fresh water devoid of its saline content is piped to the distillate pump into the feed water storage tank, then pulled along as makeup feed and vacuum dragged into the main condenser. Here, the drop travels to the main air ejector where excess oxygen is pulled out through a Venturi nozzle. Passing through shredded coconut shells (copra), the water is decreased, brought to the first stage heater and the de-aeration tank where, by this time, the drop has been heated to 240 degrees F. All bubbles are removed and the de-oxygenated fresh water travels

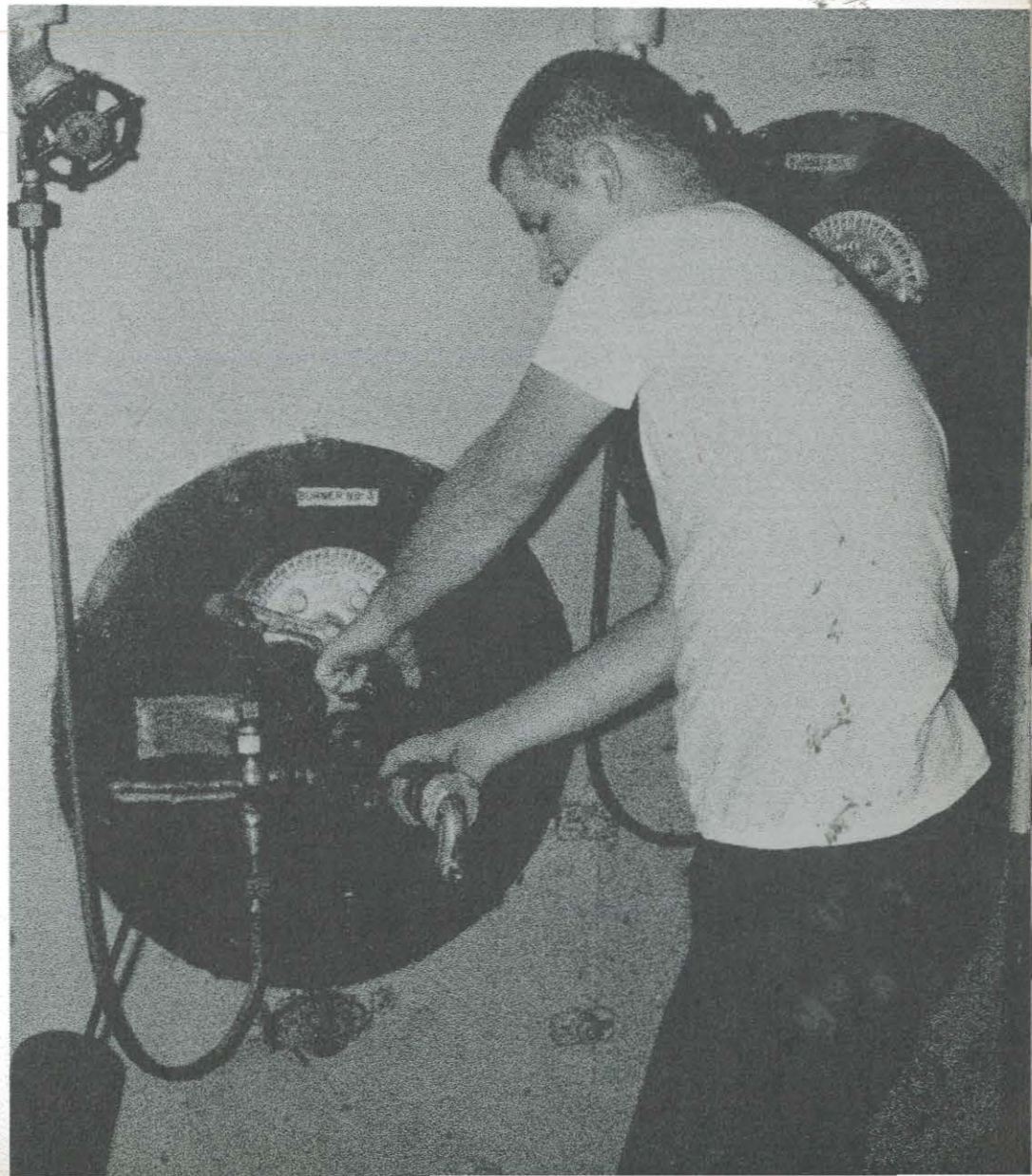
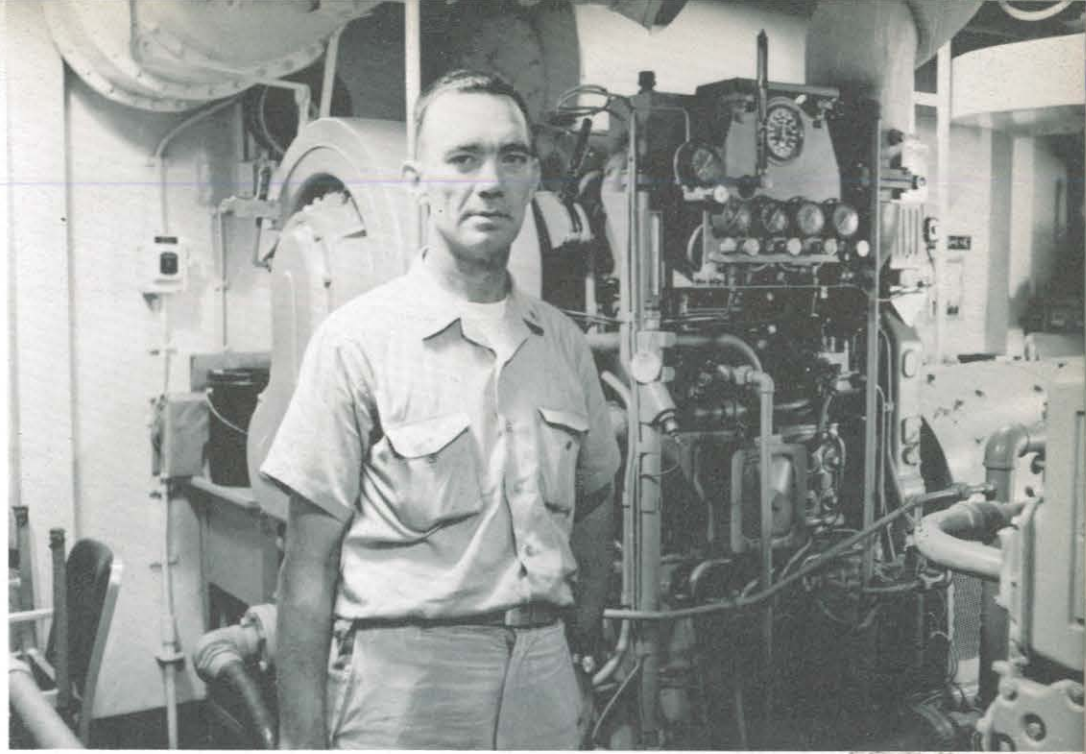
through the feed pumps to the third stage heater. By this time, the pressure has been increased to 500 pounds per square inch and the temperature to 340 degrees F. but there is further warming to go. From the automatic feed regulator valve our warming drop is taken to the steam drum, passing through the generating tubes of the boiler to the superheating section where further heat is added bringing the temperature to 730 degrees F. and the pressure to 440 pounds per square inch. The little drop of water, now live steam, is heated to a superheat, pressurized and changed with energy and is ready to go to work. The energy of this live steam is used to turn the high pressure, then the low pressure, multi-staged turbine blades which then, via a reduction gear, turn the main shaft.

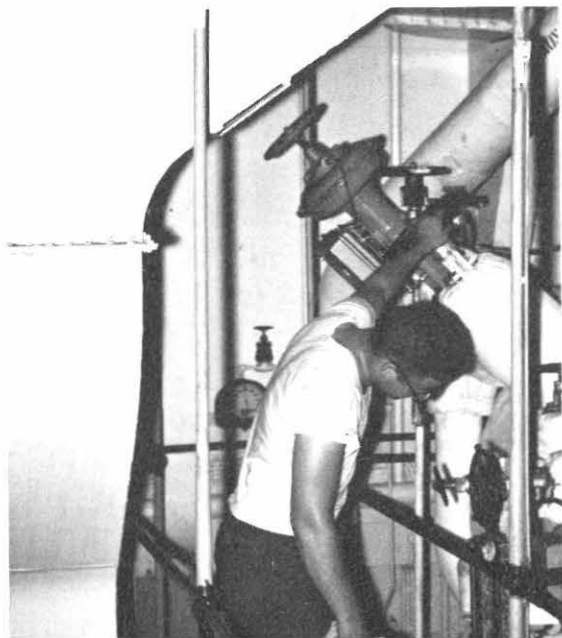
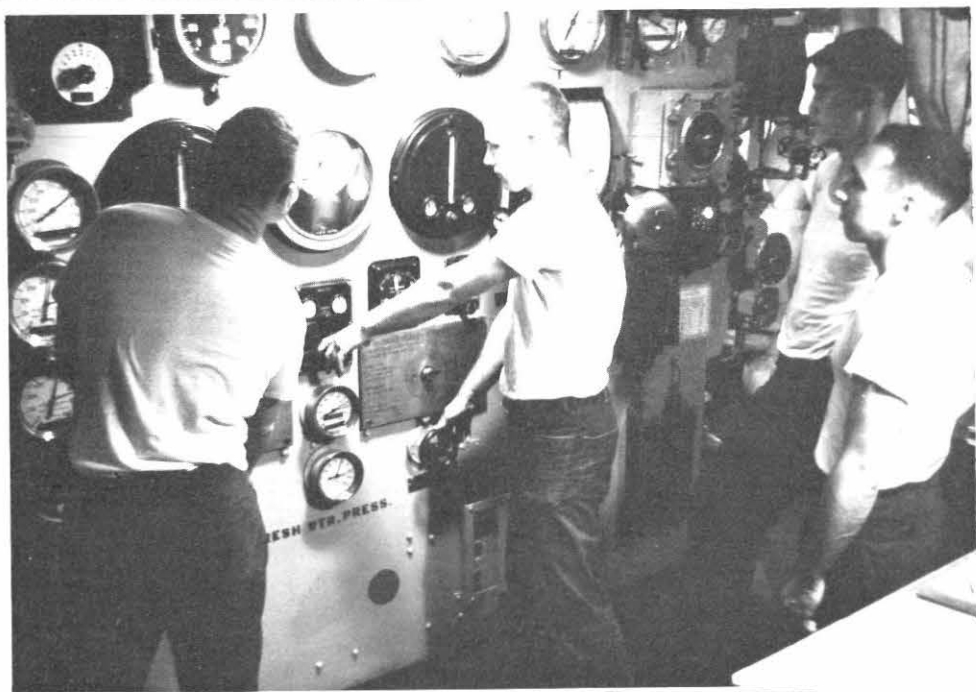
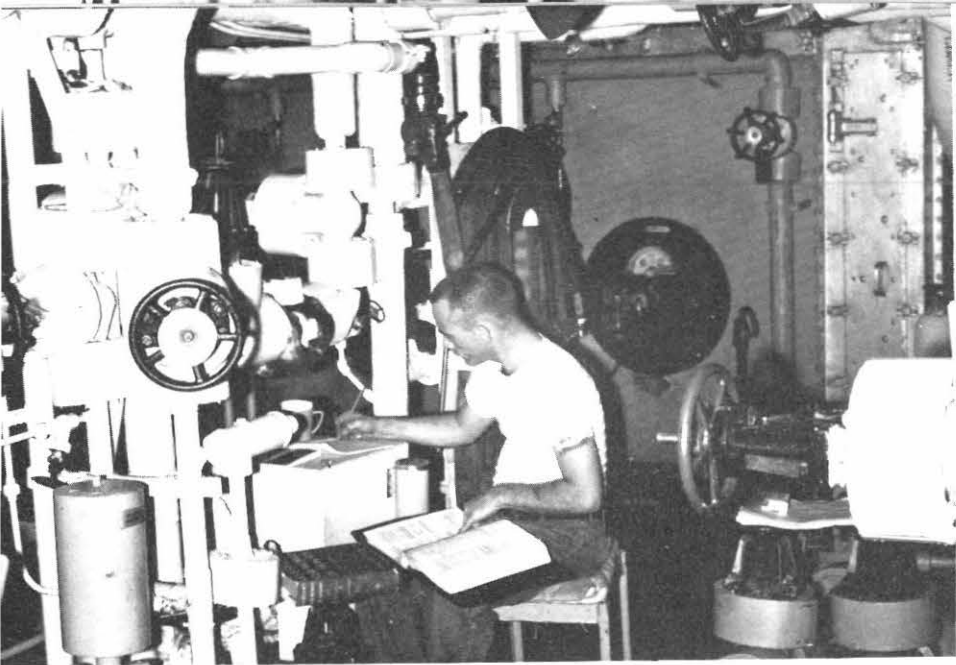
The drop of water, now devoid of much of its heat and energy, can finish off its useful life as a superheated drop of steam and be piped out to the auxiliary steam system, or it may get a "new charge of life", be reheated and repressurized and over and over again repeat the cycle of bringing power to the turbines.

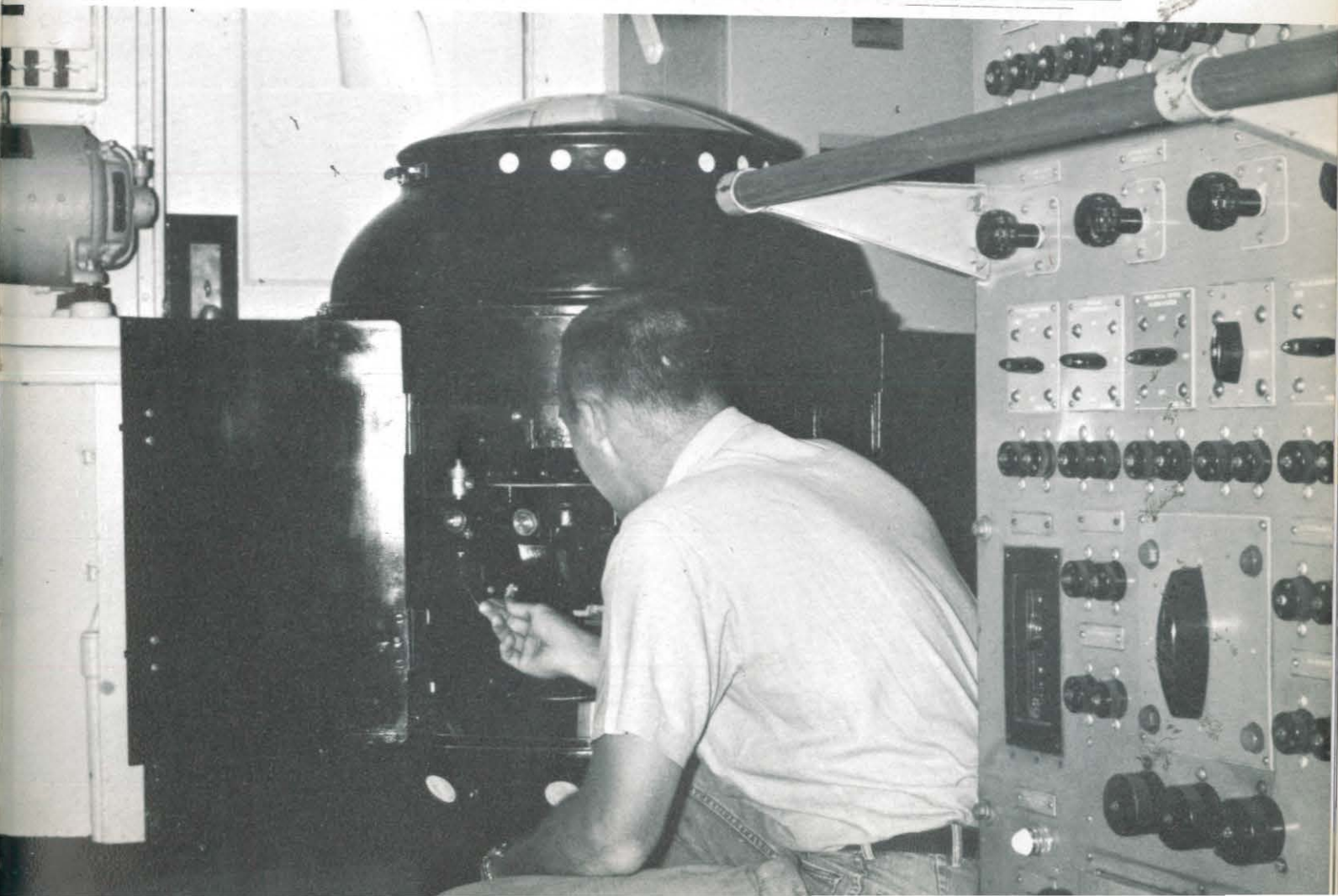


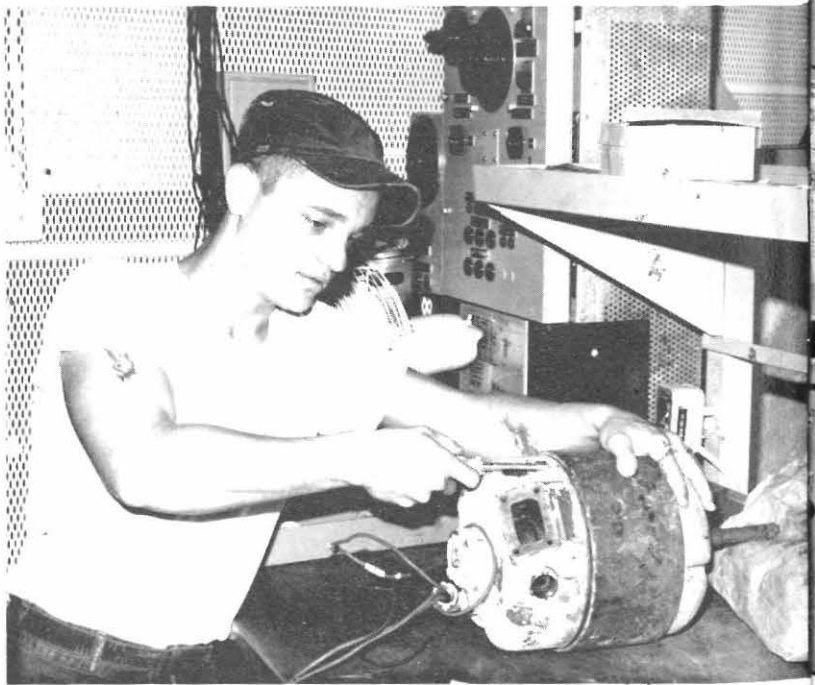


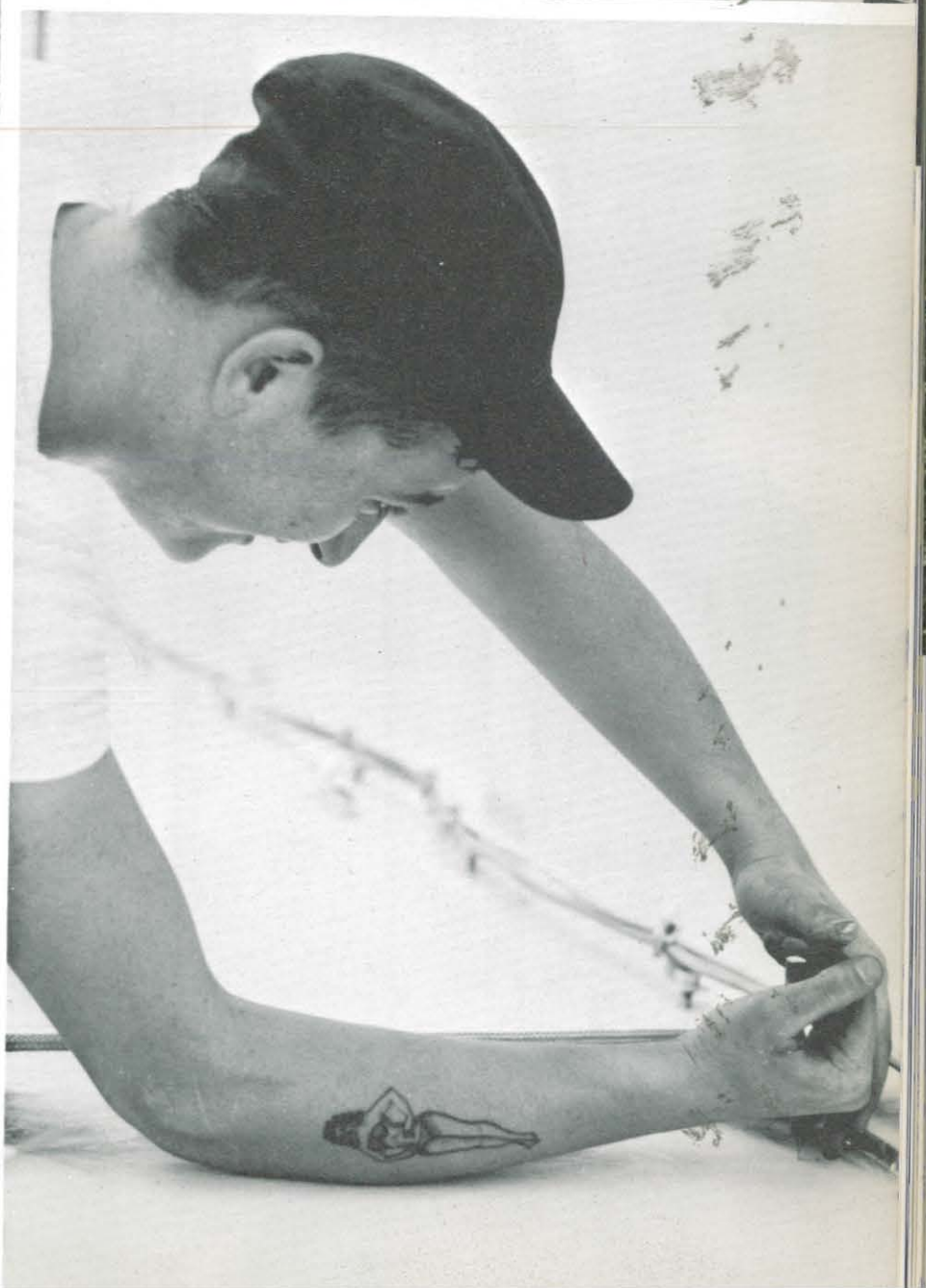


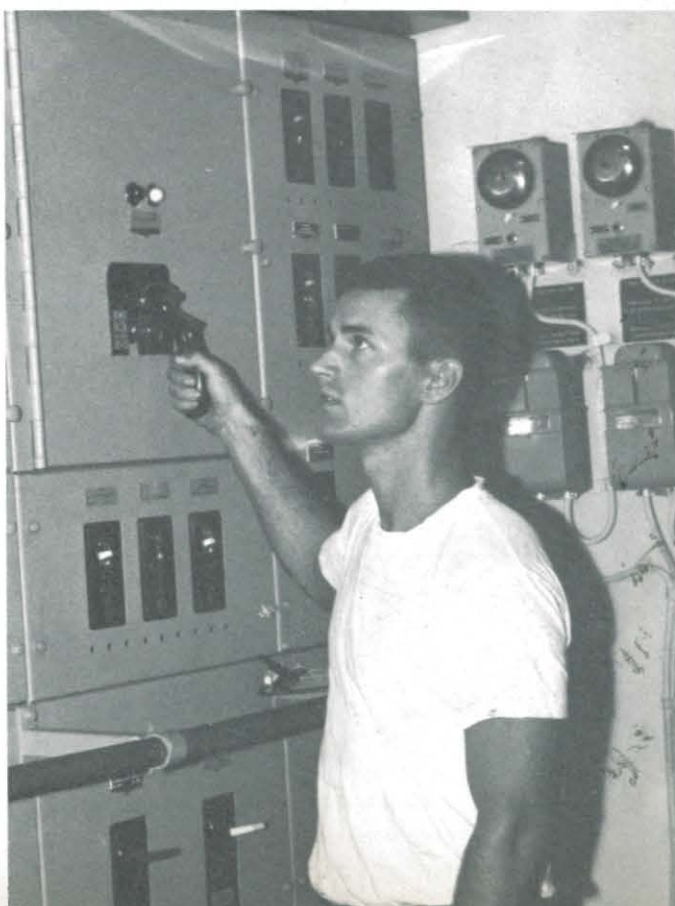
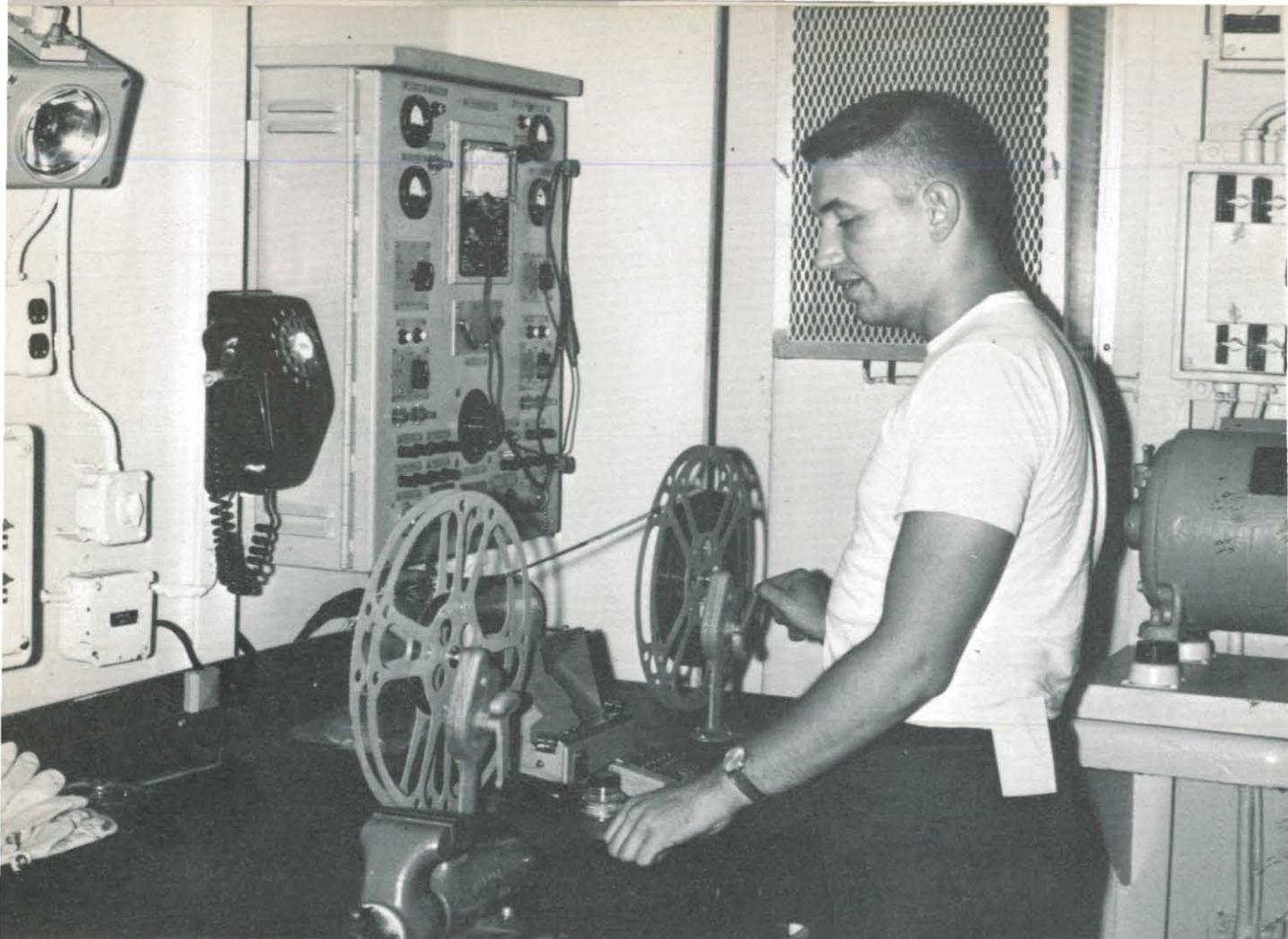


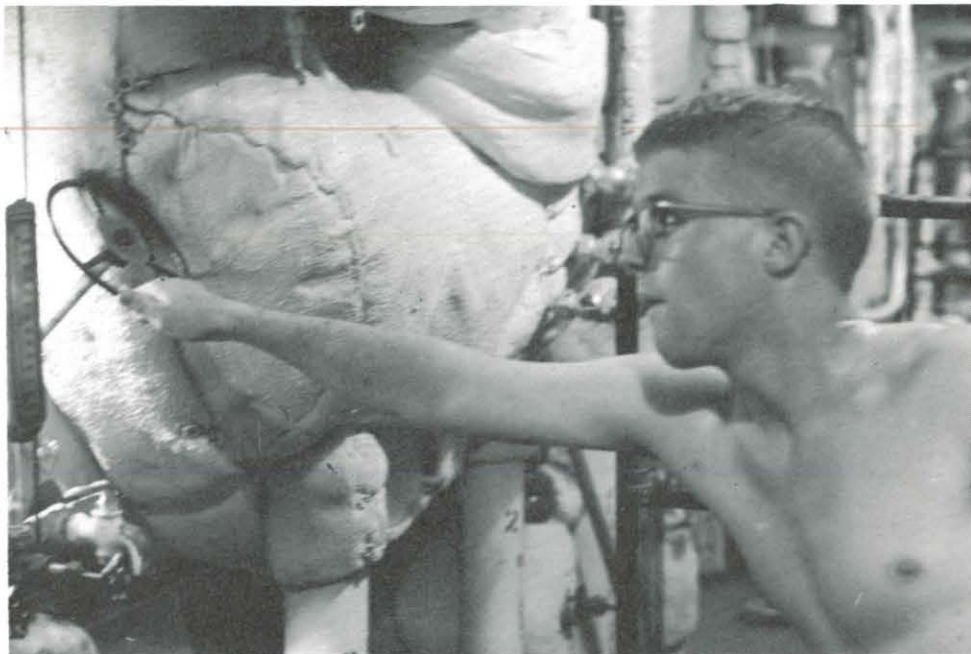


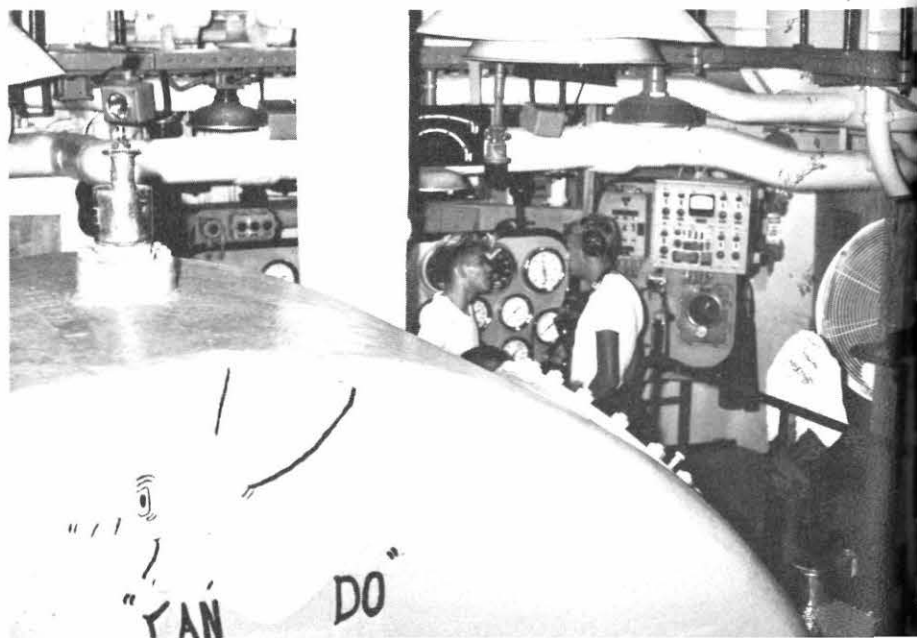
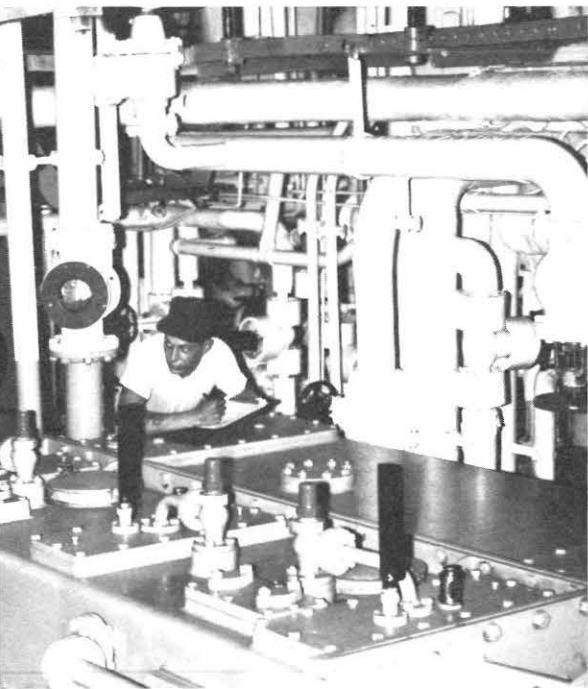


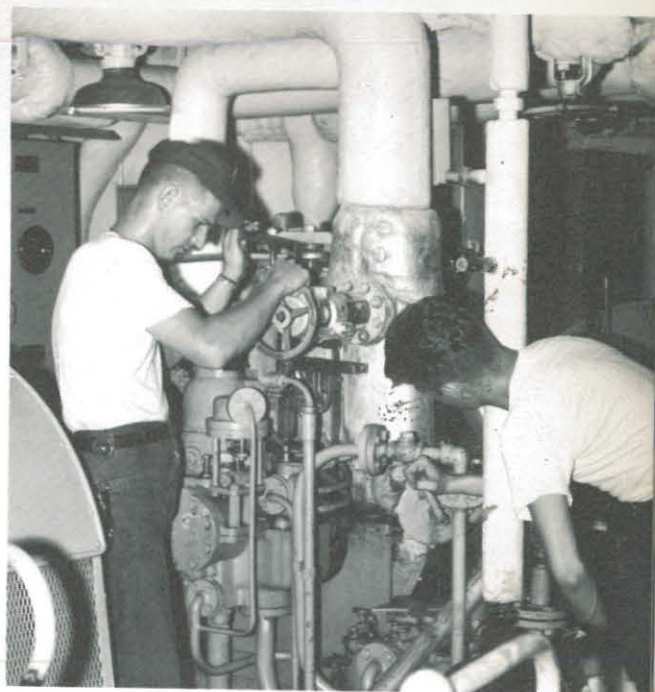
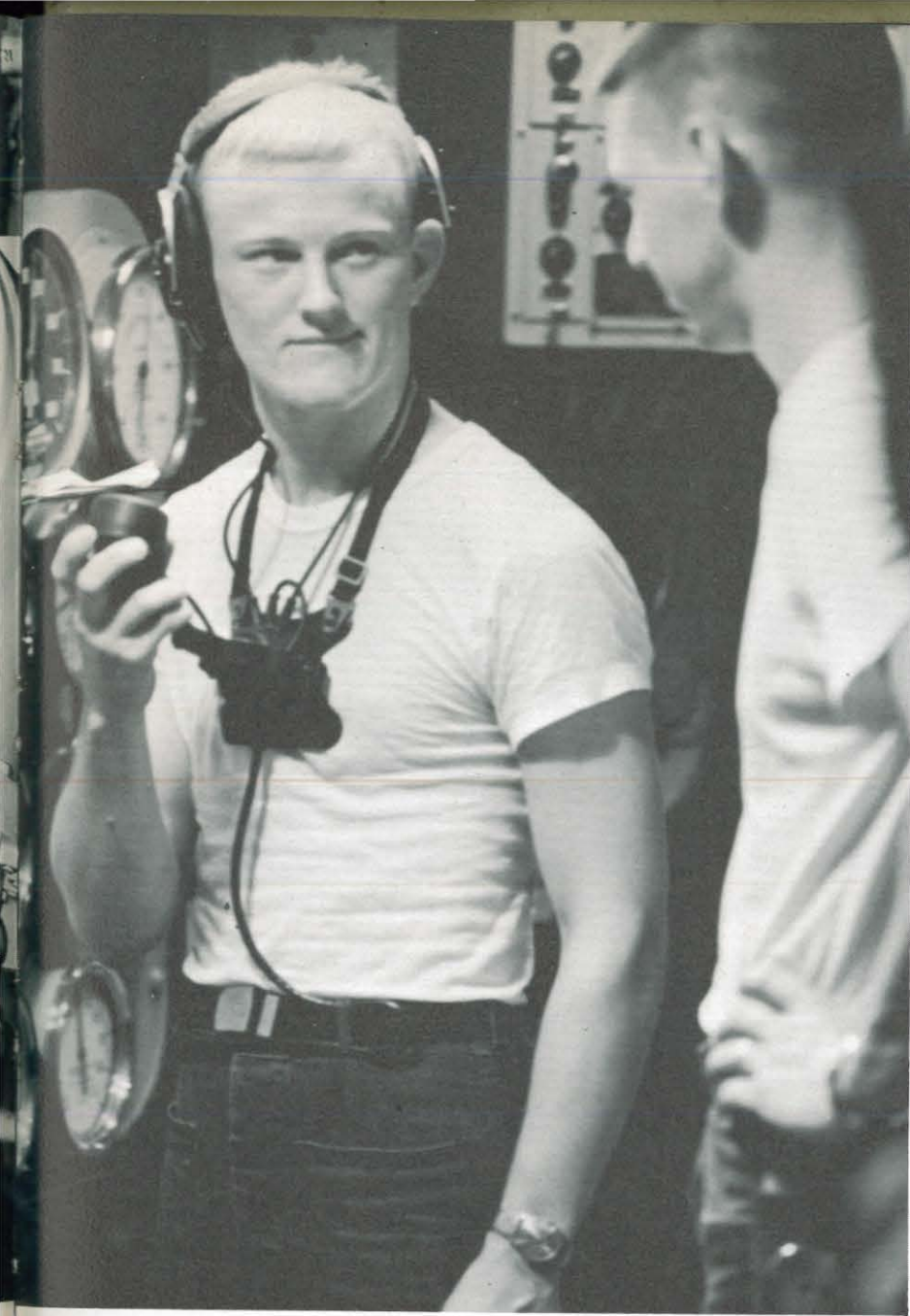


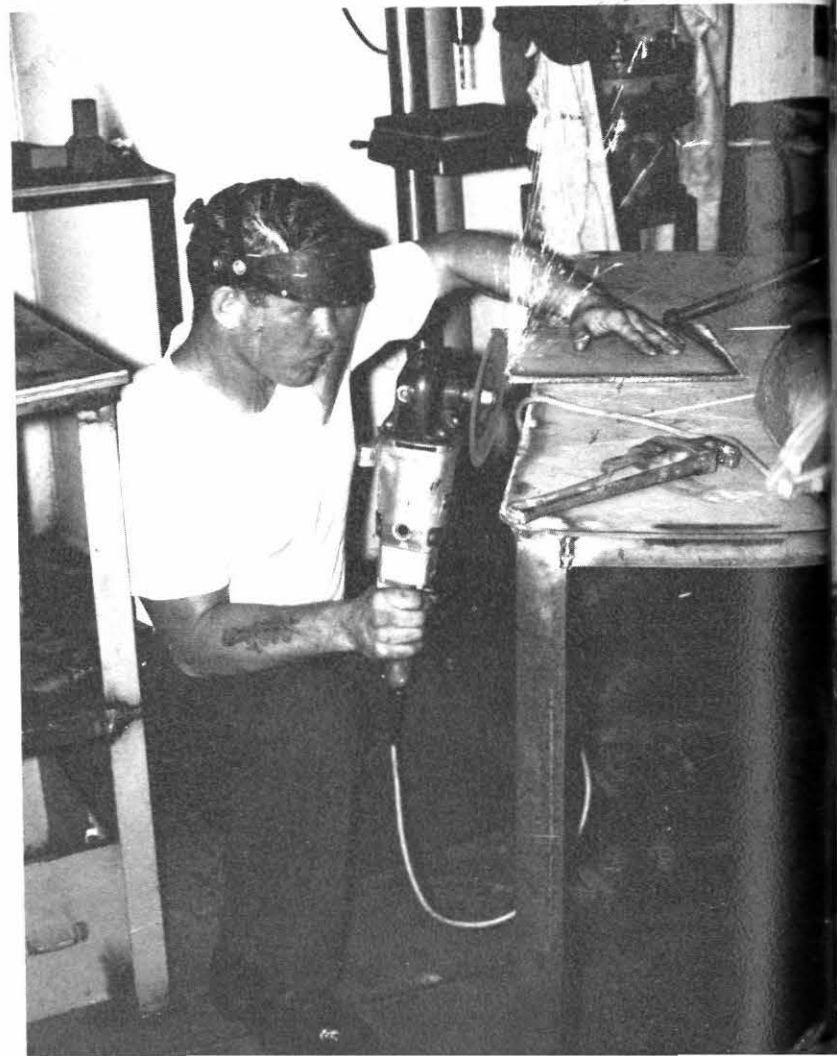
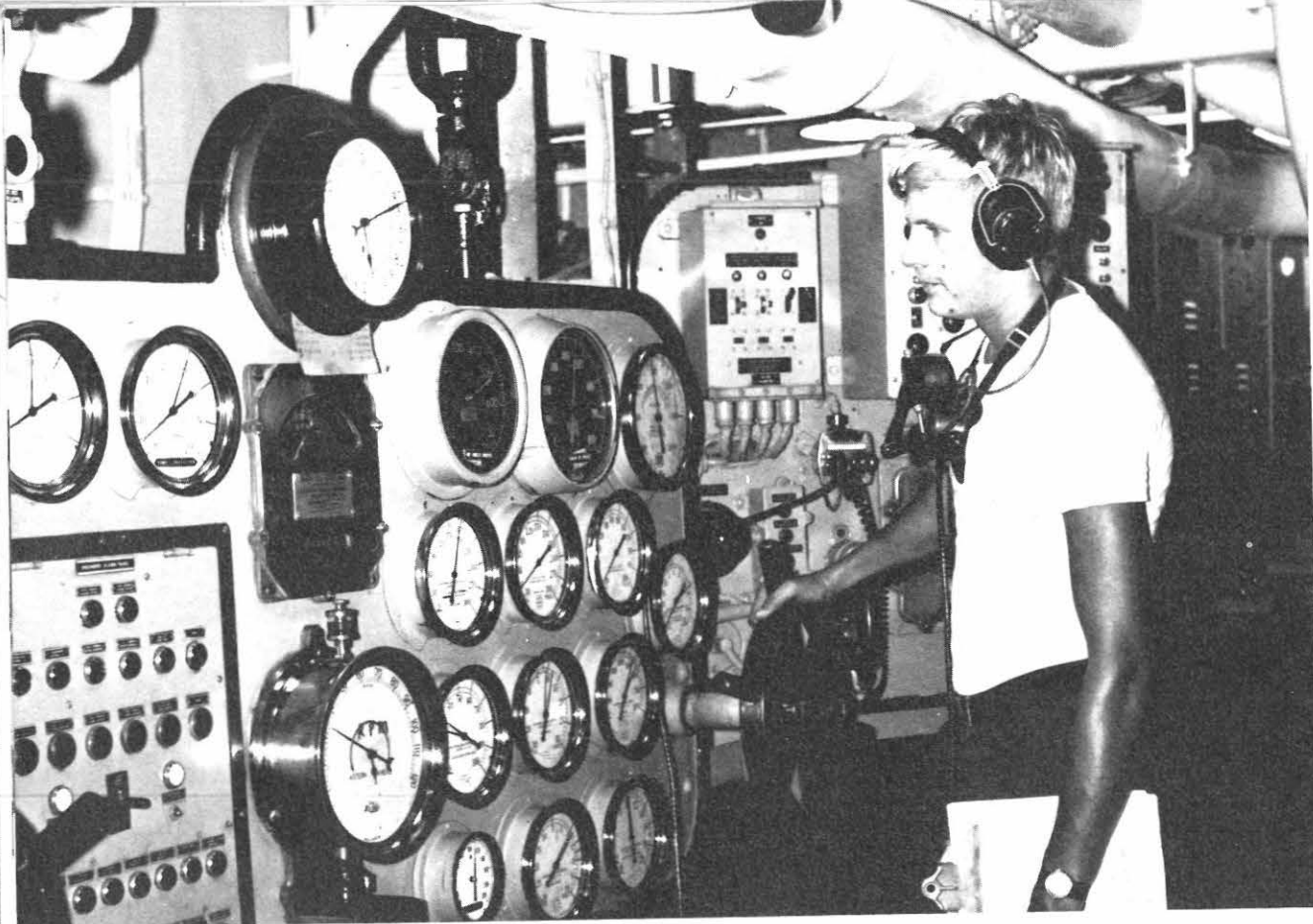


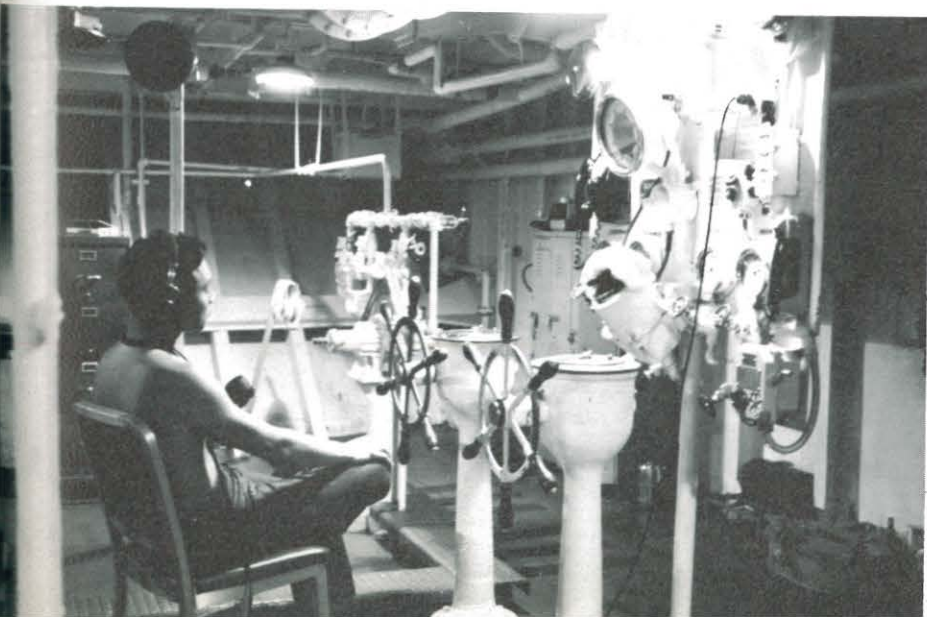




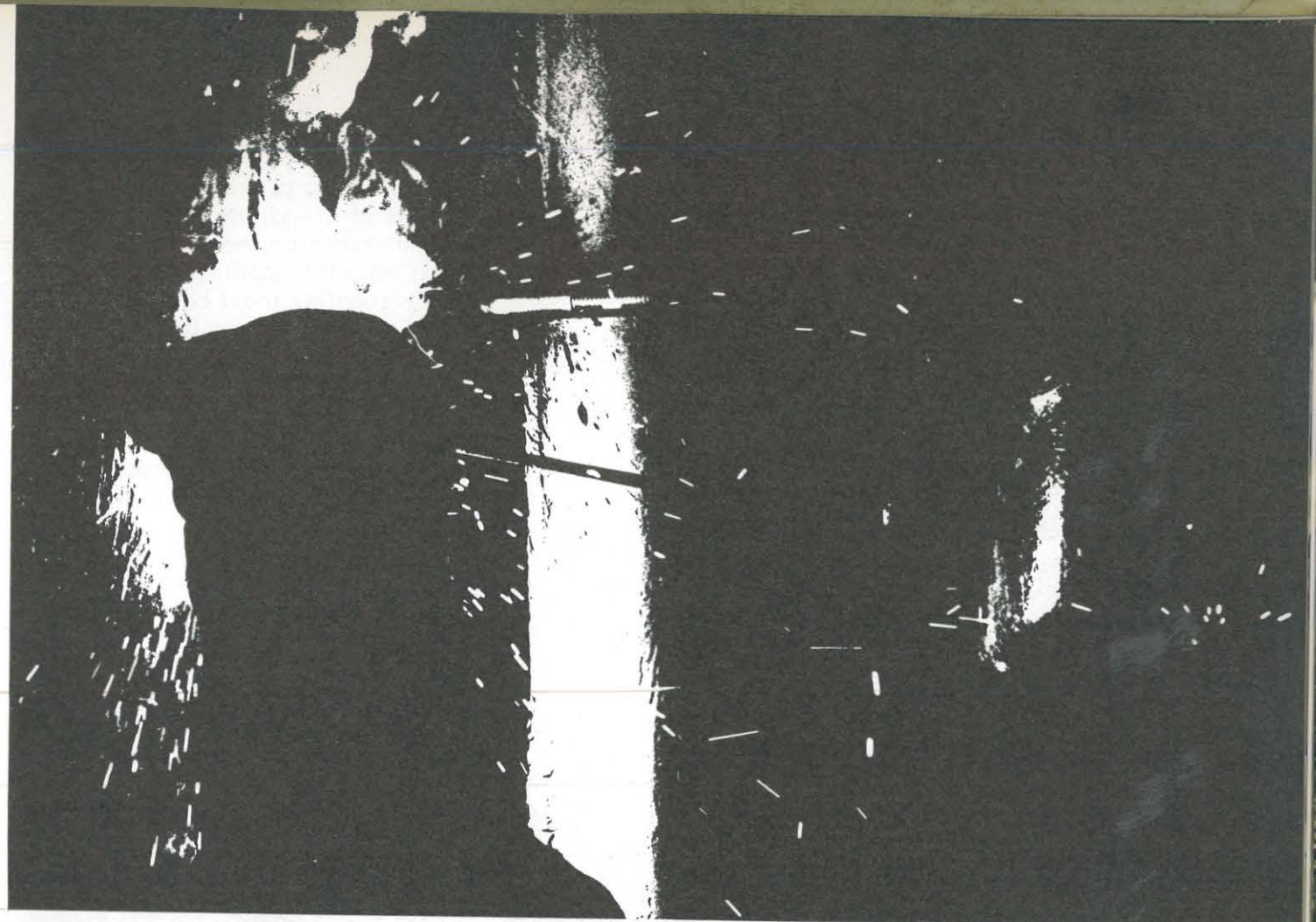












SANCTUARY is like a small city and within her crowded community confines are the "small businessmen, merchants, suppliers and store owners" that are the backbone of any community. This is the supply department and here, within this departmental organization are the disbursing clerks, the storekeepers, the ship's servicemen, the stewards and the commissarymen that keep the ship provisioned, functioning and well-fed.

Before leaving Da Nang, Lt (jg) Morton has been busy "exchanging MPC (Military Payment Certificates) for Green", that we can use in Hong Kong. Seems as if everywhere, the Yankee Dollar is eagerly accepted. Disbursing pays, prior to getting underway, some of the \$150,000 that is put out each month to crew and patients. Storekeepers are busy lashing down stores, and the Ship's servicemen, the barbers, dry cleaners, laundrymen, tailor and men who run the ship's stores, fountains and vending machines, are busy keeping the crew clipped, clean and candied.

On the 01 and 02 levels, the stewards

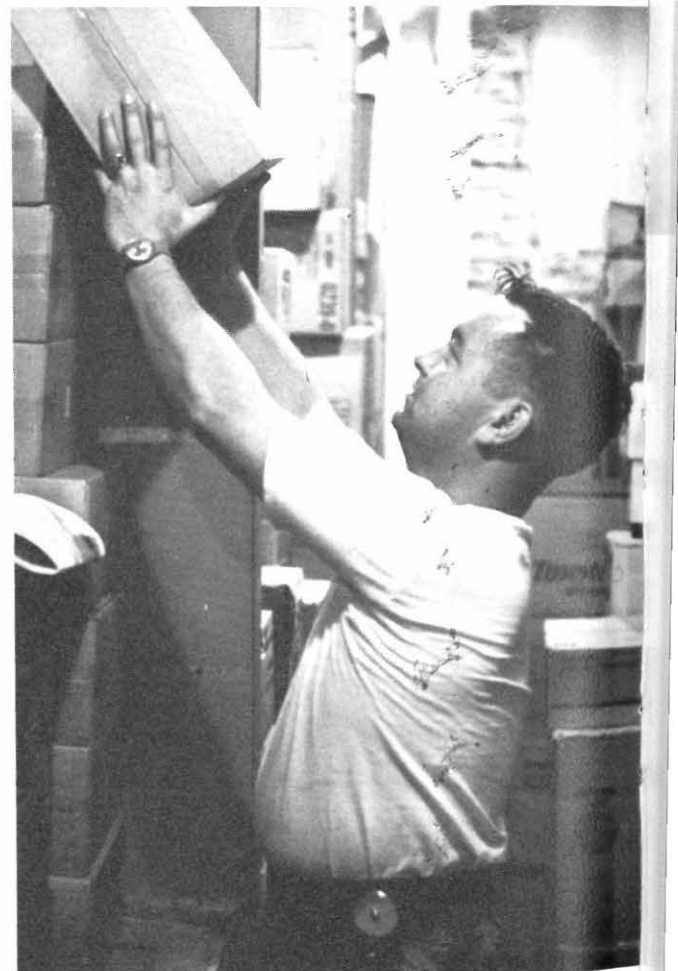
check the officers' living spaces, the ward-room and prepare for the first meal at sea. On the second deck, commissarymen cook huge amounts of bread, bake pies and fry potatoes and steaks as another day of work commences. But the appetite of the ship and men for supplies must be replenished and shortly after departure the announcement is passed on the 1 MA system, "Divisions concerned muster a 50 man working party on the 03 Level". Helicopters then buzz over from the supply ship, each chopper dangling from a rope, a cargo net full of supplies, ranging from medicines to kleenex to roast beef.

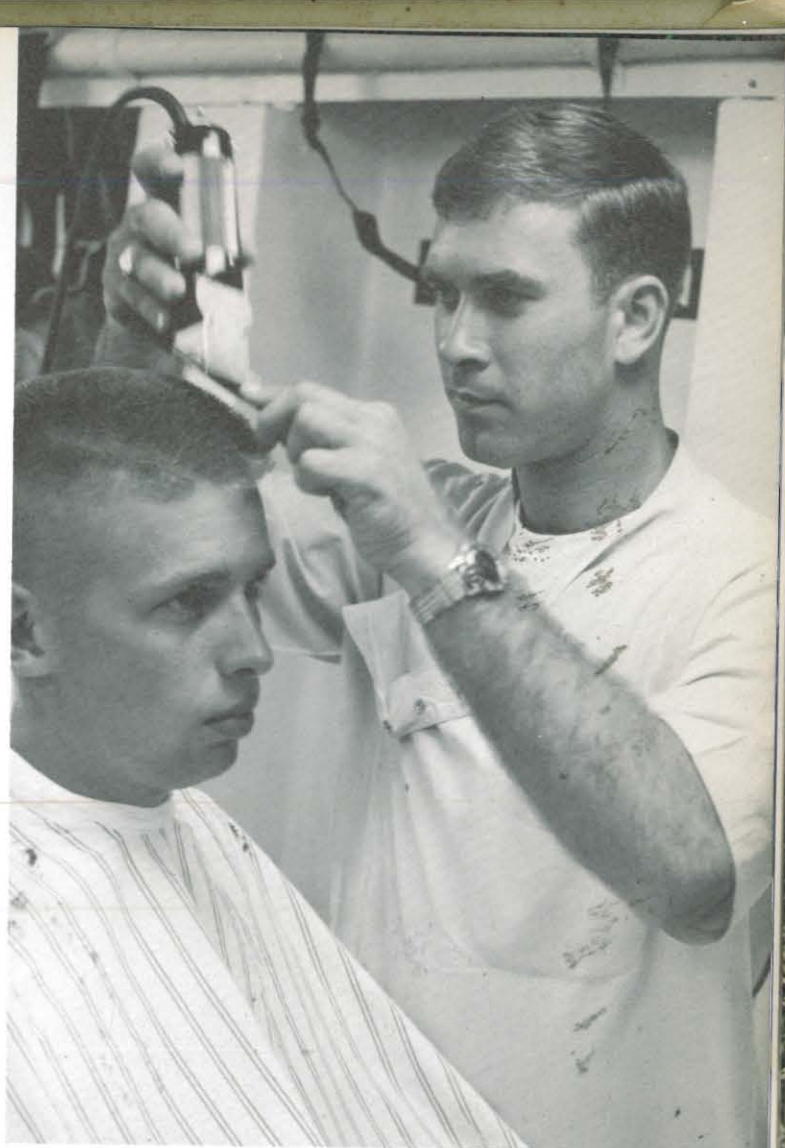
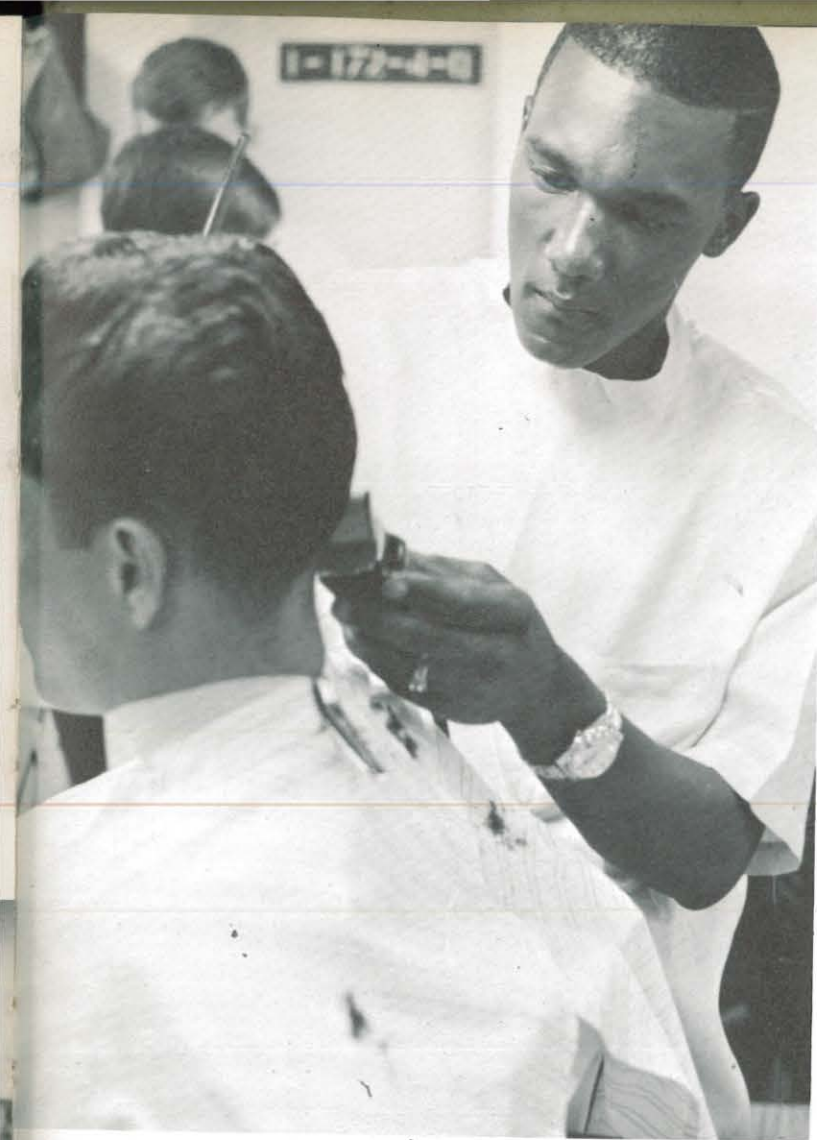
Twenty-five of the men quickly offload the cargo net and pitch the stores onto a conveyor belt that rumbles them up to the 03 level. There the petty officer directs, "Strike the stores below into the holds" and cargo winches lower the nets full of supplies down the trunk of the hold. Soon, the replenishment is finished, the holds are full and the ship, provisioned and ready for its trip, is on its way.

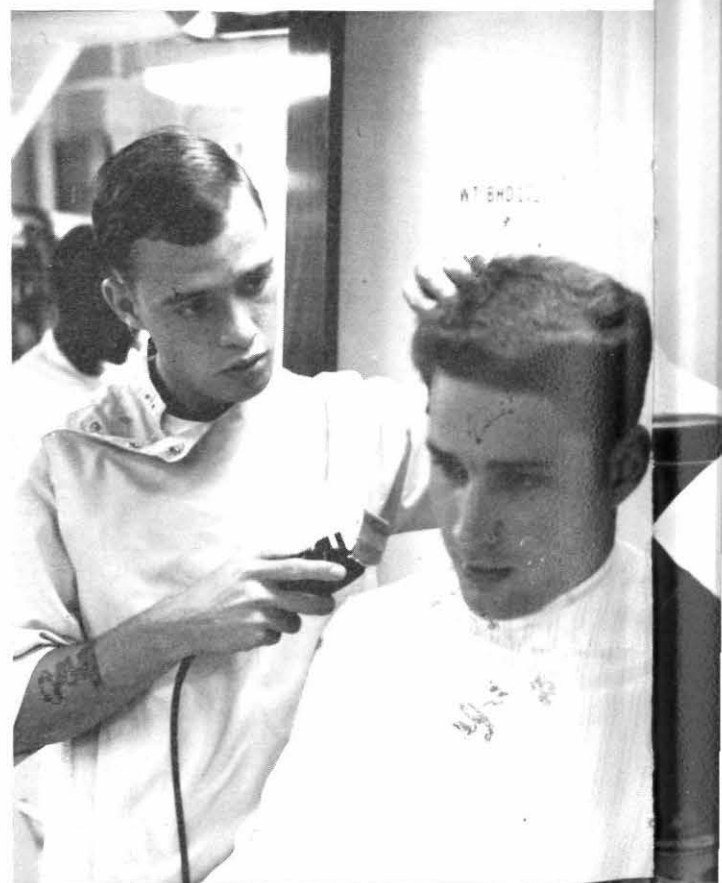
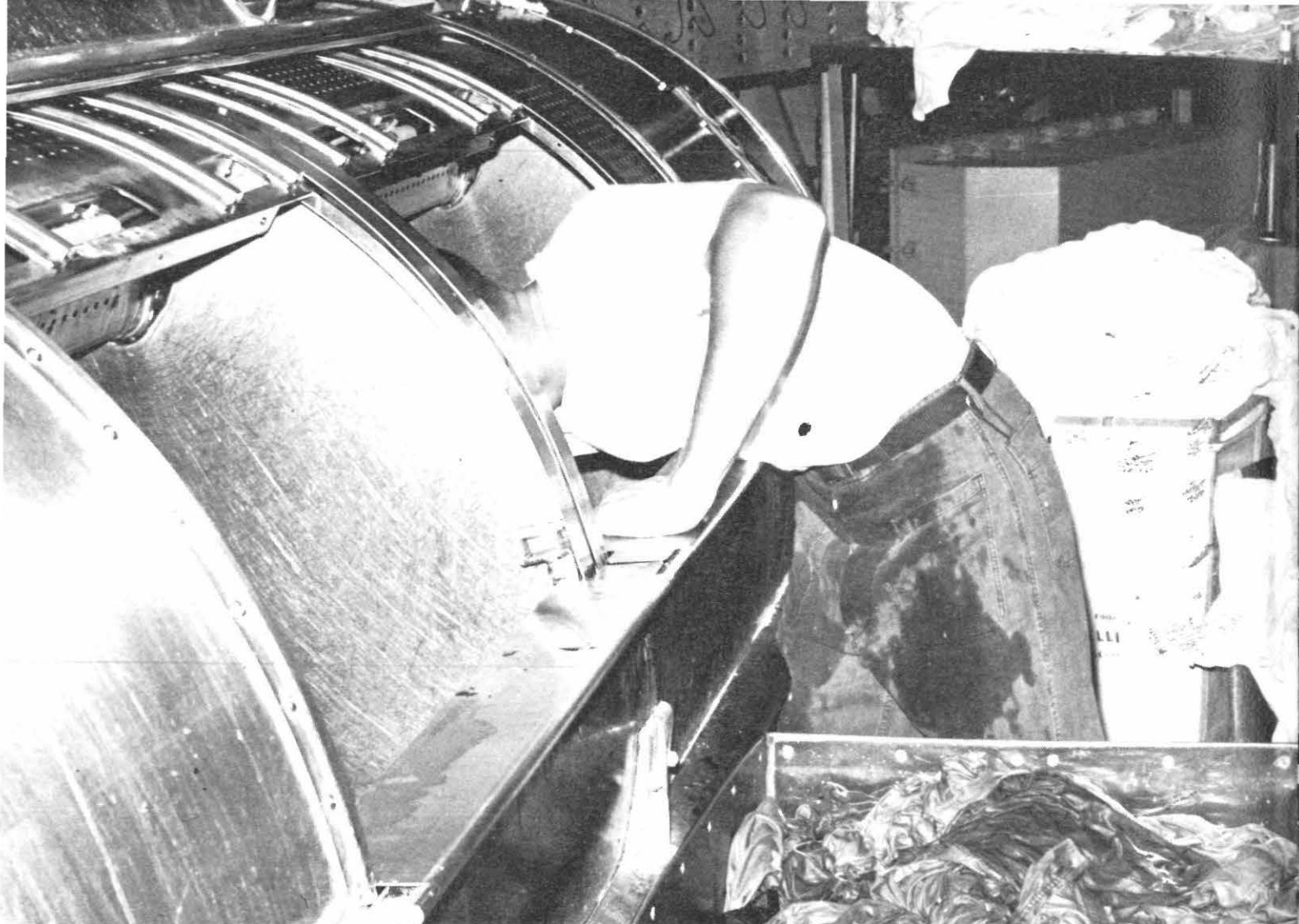


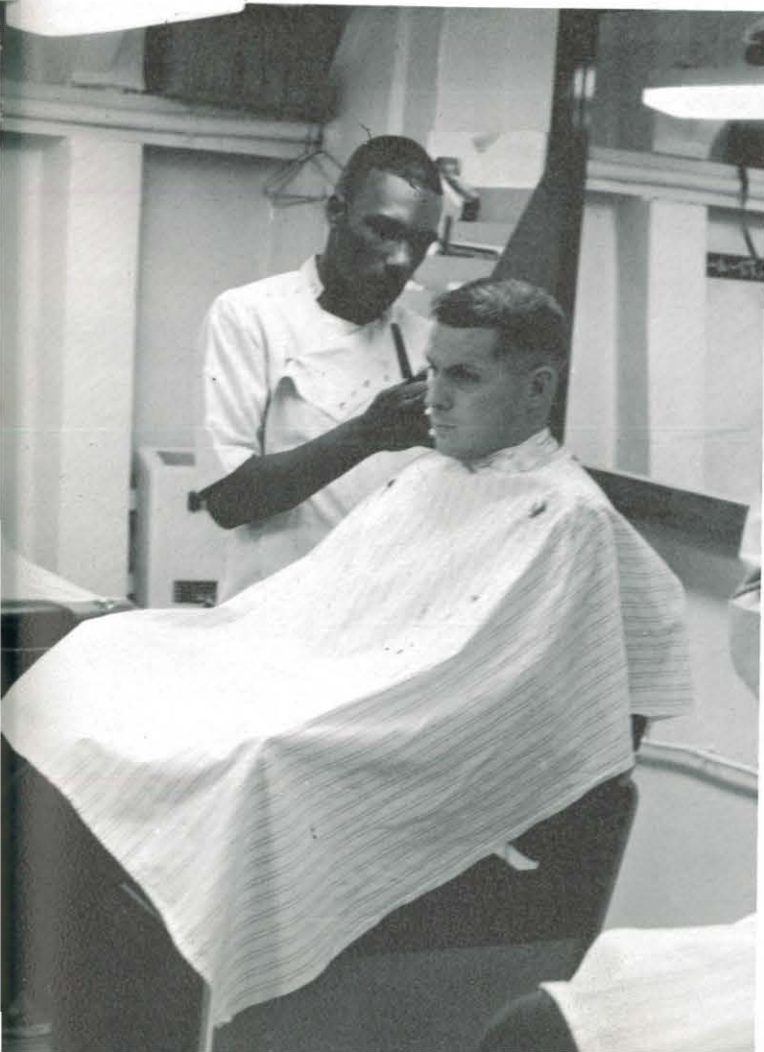
SUPPLY







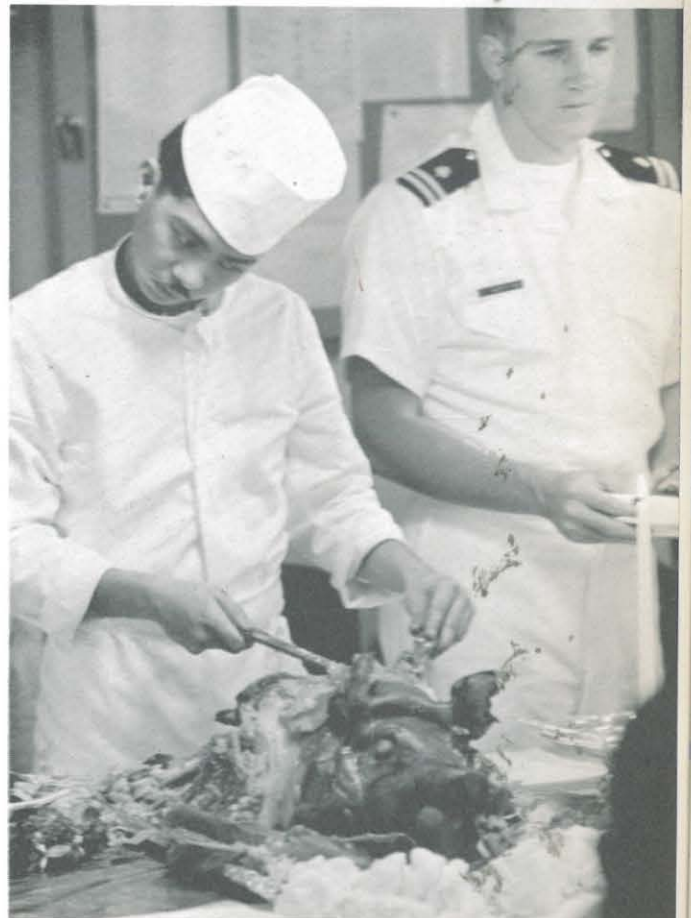


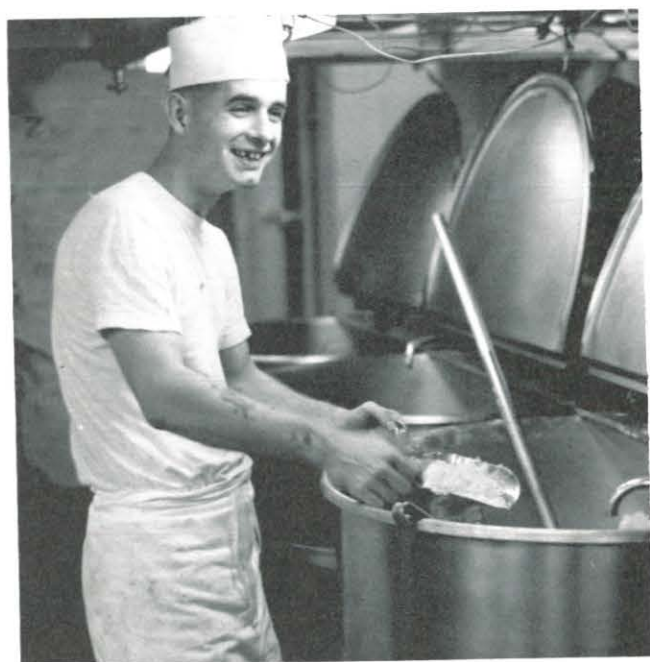
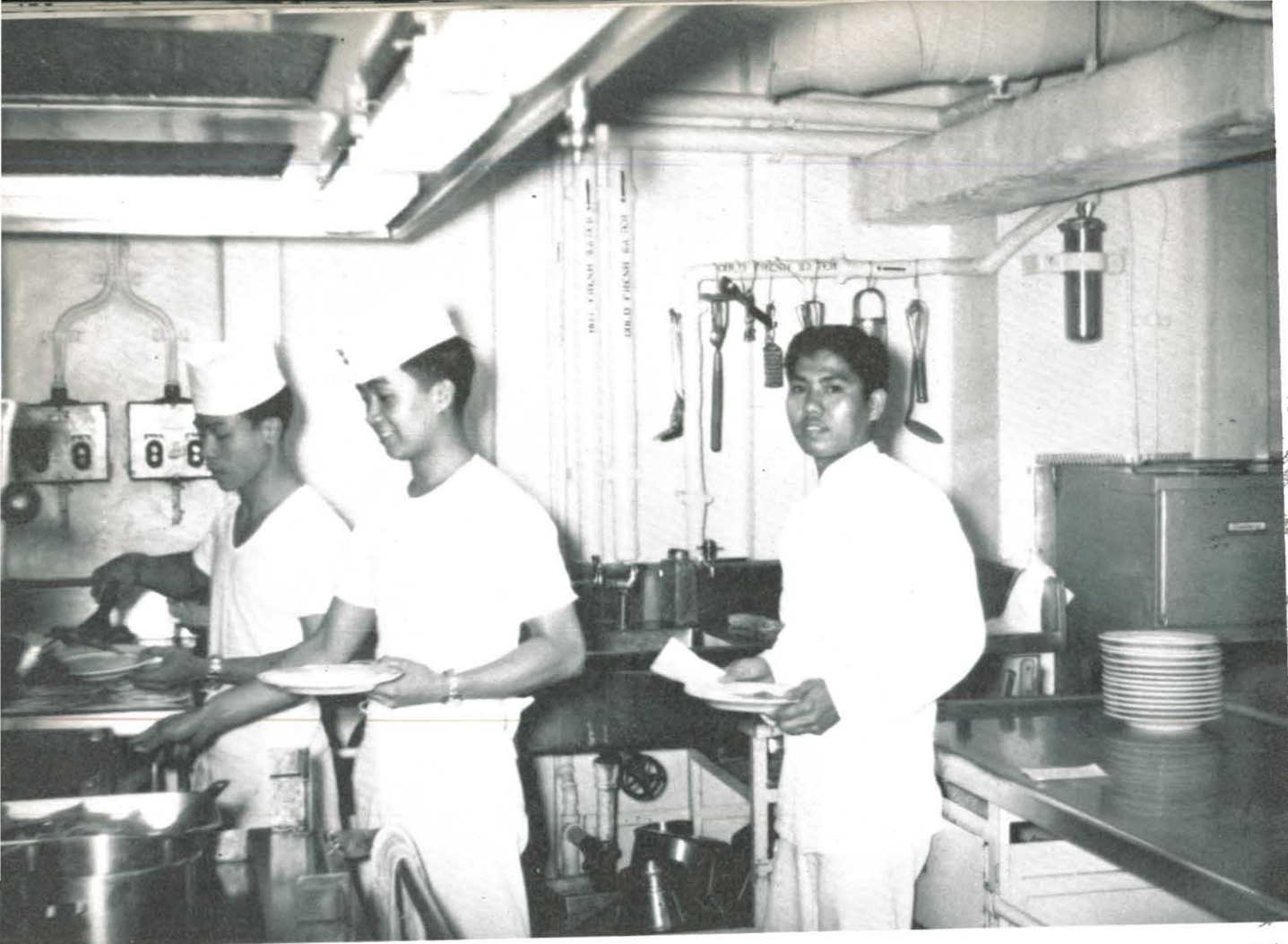












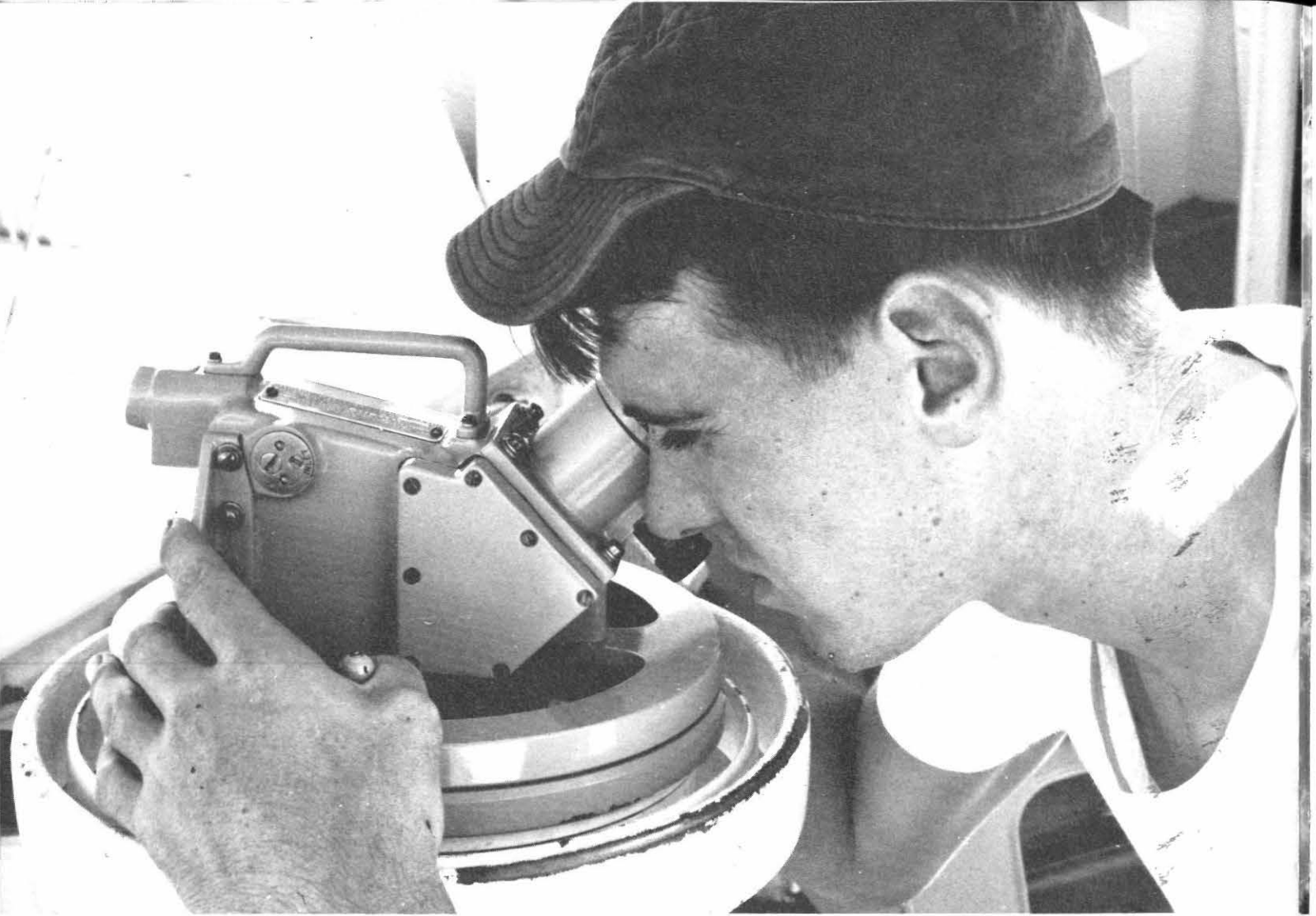


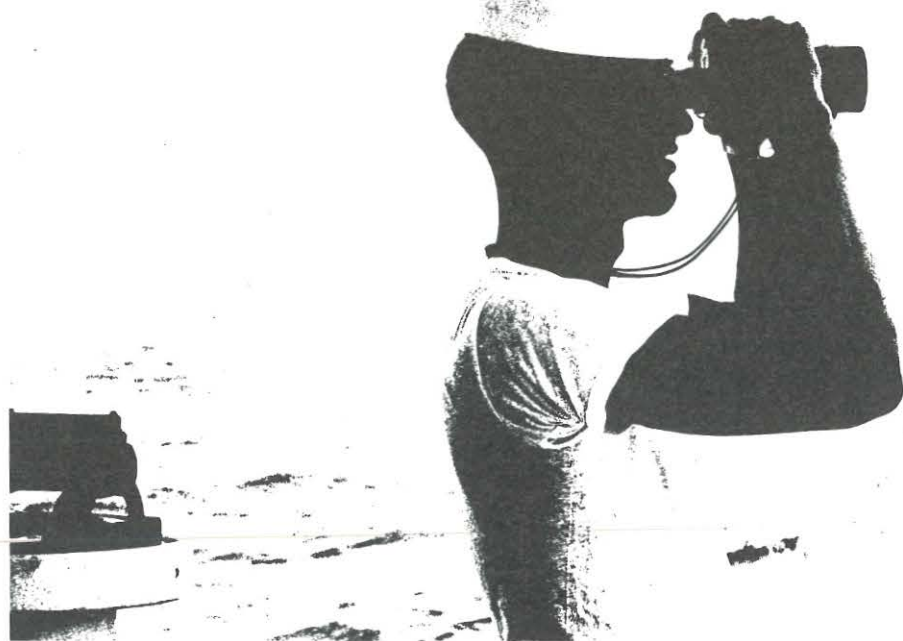
NAVIGATION

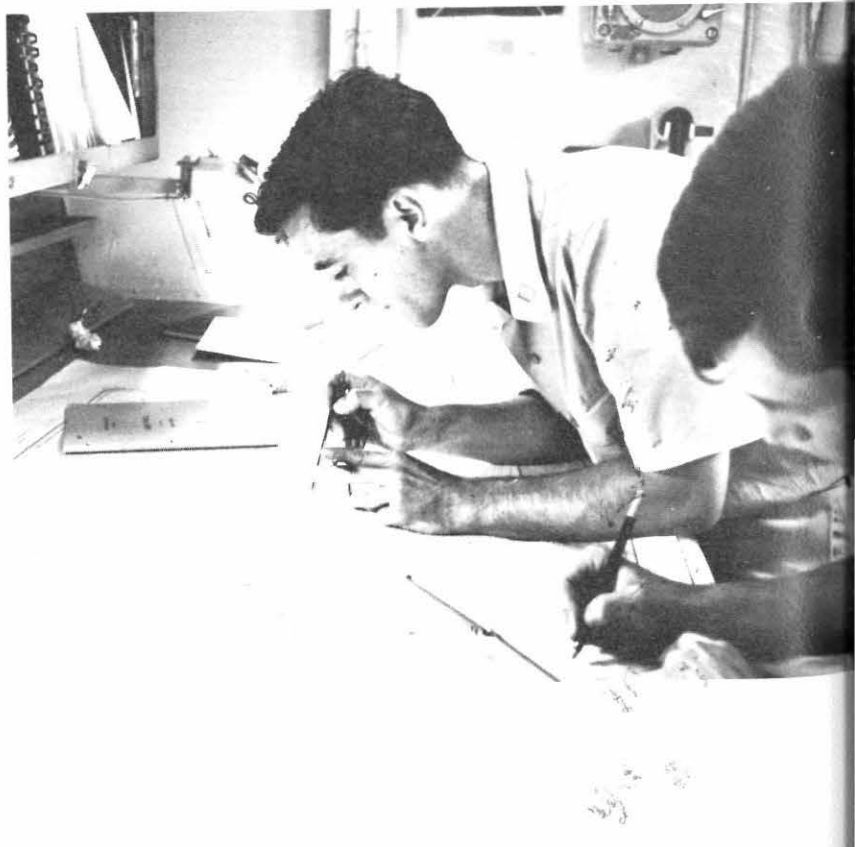
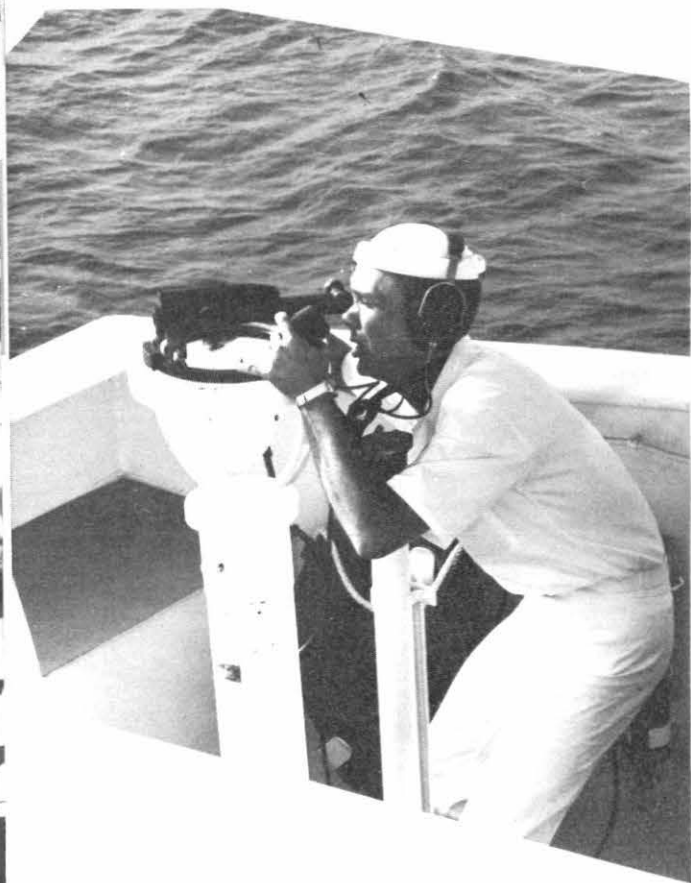
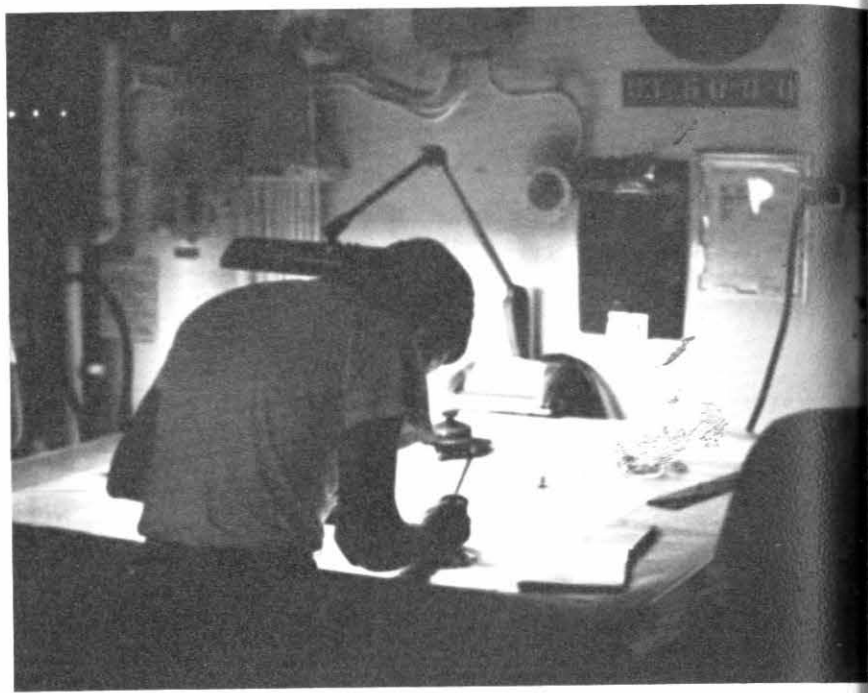
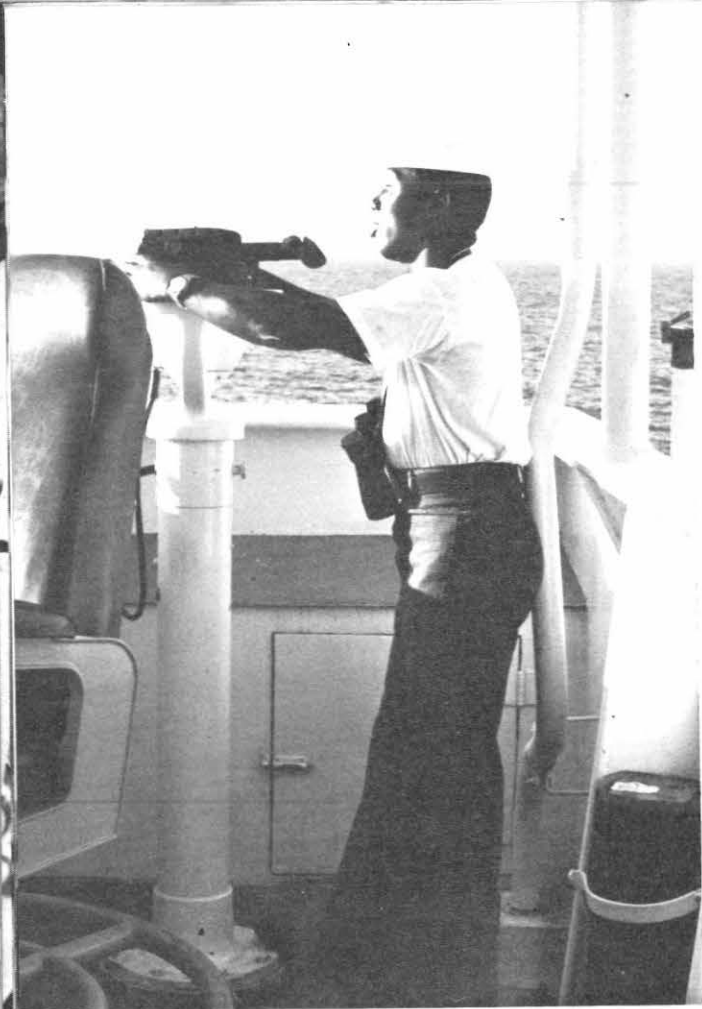
In the Navigation office, aft of the bridge, Lt Cristallo and his navigation crew are plotting the projected track of the SANCTUARY from Da Nang to Hong Kong for the commanding office's approval. Sailing directions, promulgated by the U.S. Hydrographic Office have been checked and the Movement Report radioed out. Now the bearing takers take their stations at the alidade atop the dumb polaris and the angles to the landmarks in Da Nang are carefully taken as the ship gets underway. Observation Tower, the "Rec" Buoy and the Radar Point serve as our landmarks as SANCTUARY heads on a northeasterly course of 053 degrees at 12 knots out of Da Nang. During the night, as the navigational lights of the coastline and islands slide by, we change to 040 and add another

knot in speed and early on the morning of the 19th of July, we pick up the Po Toi Group Light visible 21 miles, southeast of the Hong Kong approach. We alter course to northwest, pass through the deep and narrow Tathong Channel that guards the approach to Hong Kong Bay, then thread through the Lei U Mun pass that marks the entry to the Bay and then Victoria and Kowloon spread out before us. We moor to Alpha #1 buoy.

On our way to Hong Kong, Long Distance Ranging and Navigational radio signals have been beamed out from 1 Lima #7 and 1 Lima #6 stations in the Philippines, helping us to fix our position. We have also used celestial navigation, radar and the Mark I eyeball.





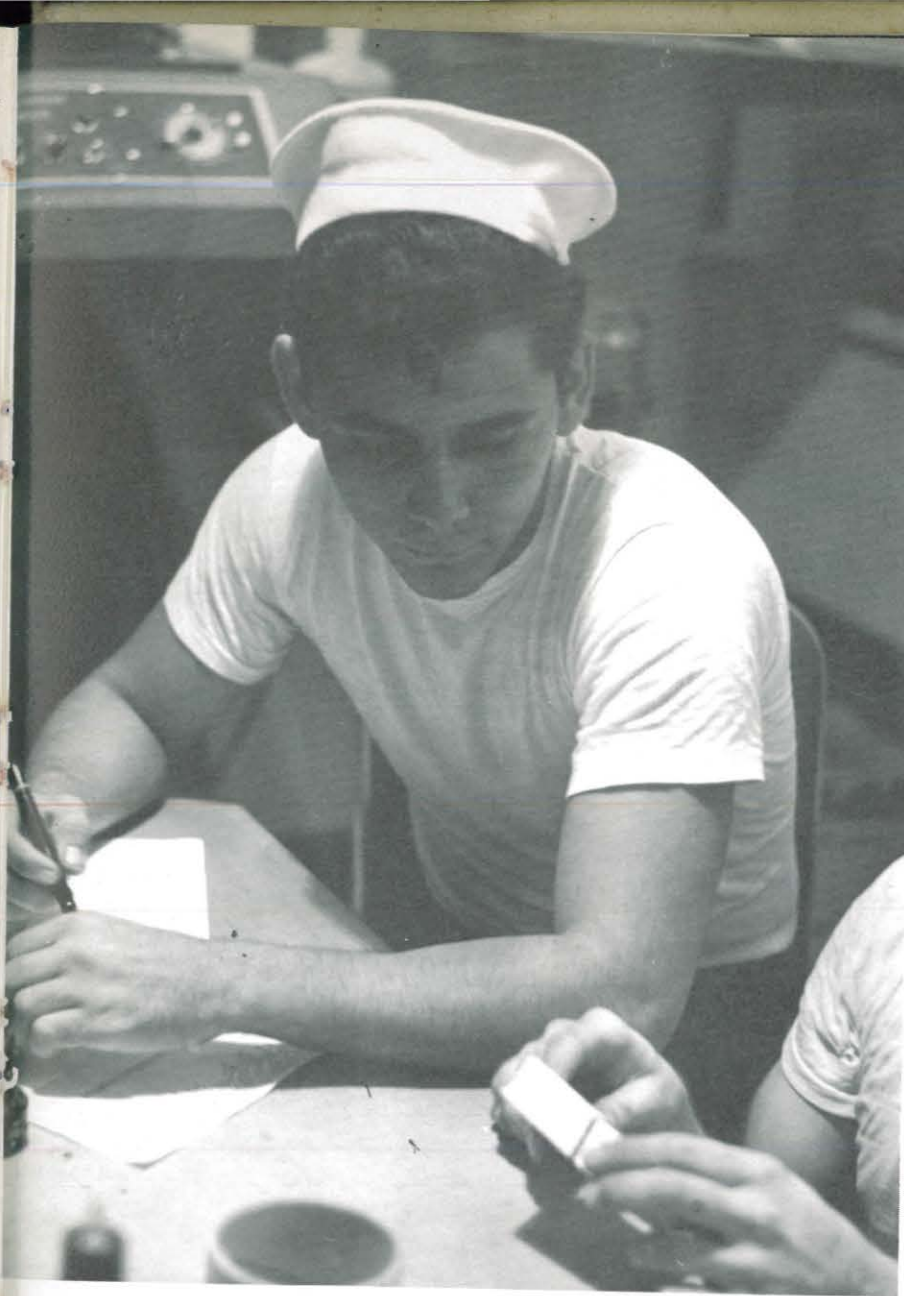


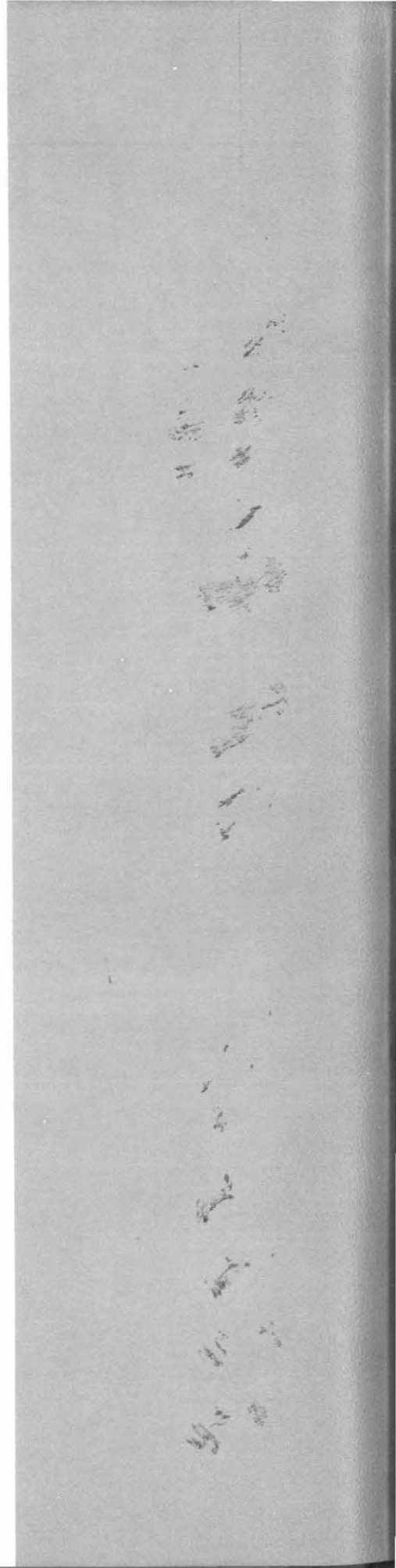
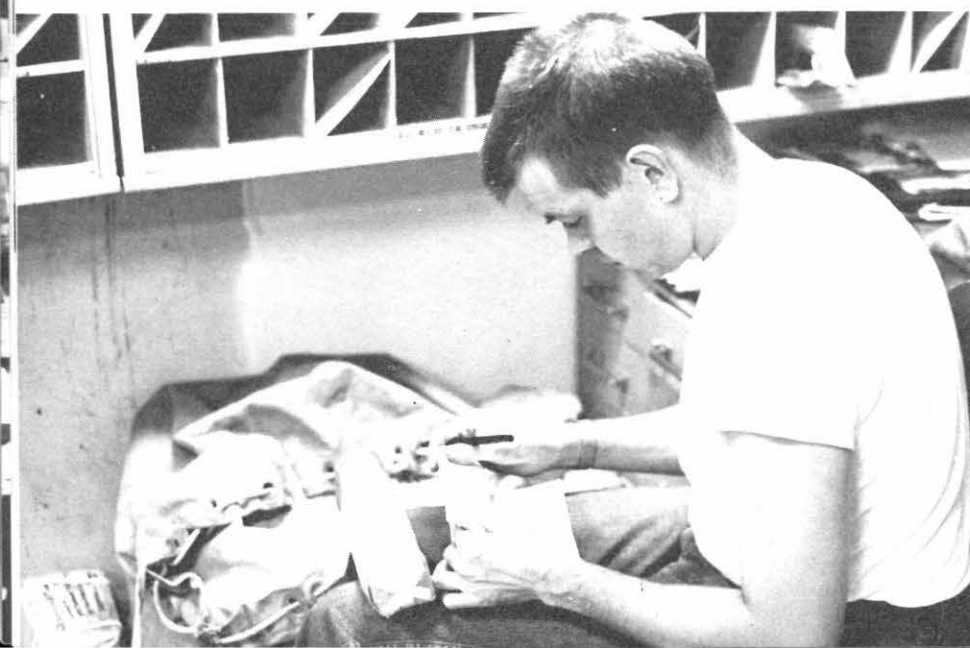
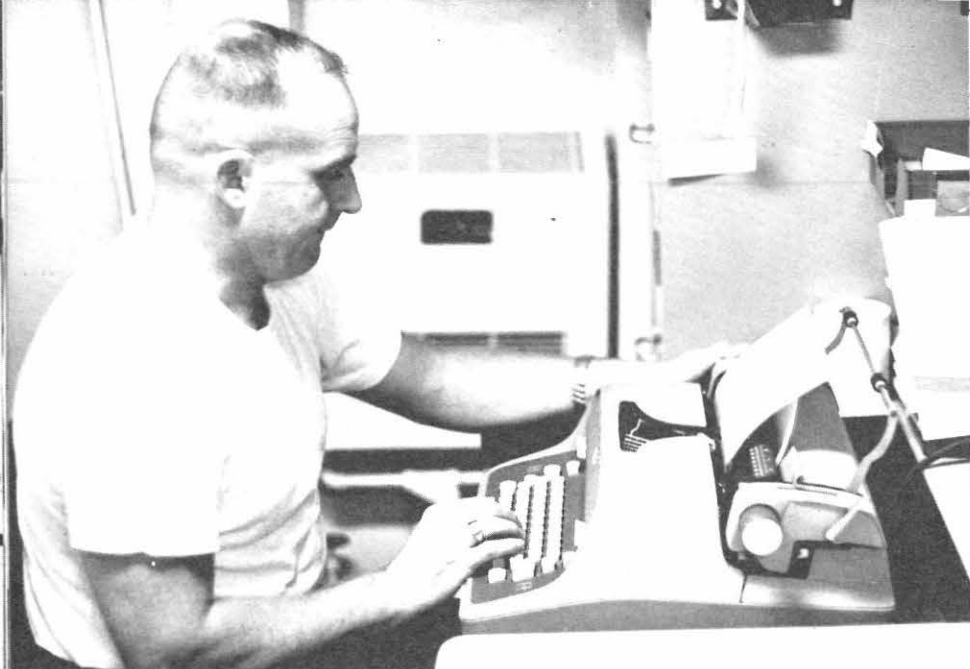




EXECUTIVE DEPARTMENT

"X" (Executive) Department, headed by the executive officer of the ship, Cdr R. McKinney, USNR, through the yeomen and personnelmen in the Ship's Office, have prepared the daily "personnel diary" for submission to Bureau of Naval Personnel, advising of the total number of officers and men present and those who may be absent. Chief Molino of the Master at Arms force has checked all spaces and reports to the Officer of the Deck that "The ship is clear of visitors". PC/2 Lutzky, the postal clerk, has arranged for his last pickup of mail. The chaplains are aboard. "X" Department is ready for sea....and Hong Kong.







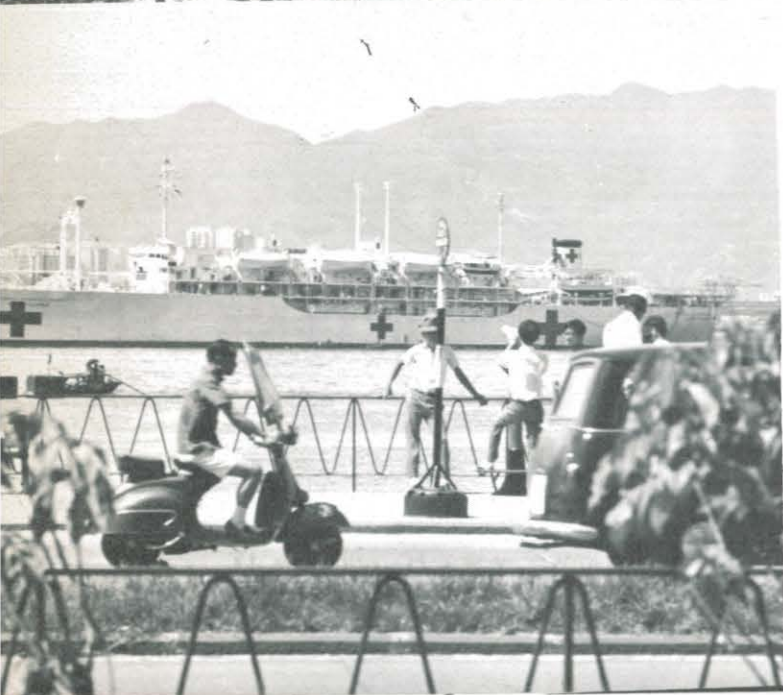
HONG KONG



Hong Kong! The British Crown Colony had been torn by riots and civil strife prior to SANCTUARY's arrival at 10:00 on 19 July 1967. There was some doubt that the crew would be allowed liberty. However, although liberty in Kowloon was subject to an 1800 curfew the first day we were there, this curfew was lifted the second day and for the remainder of our five day stay, there was unrestricted liberty in Hong Kong Island and the Kowloon Peninsula, except for the Commander Seventh Fleet curfew, which requires all personnel to be off the street between the hours of 0100 and 0500. Inter-

estingly, as we neared Hong Kong, many of the patients made "miraculous" recoveries and we were able to let somewhere over 200 of the patients also have liberty in Hong Kong. The crew toured the islands, Aberdeen, ate at the Floating Restaurants, saw the "boat people", and Communist China (from a distant hillside), toured the Tiger Balm Gardens, ate sumptuously and spent a small fortune saving money on the bargains to be bought in the China Fleet Club and in the shops of the local merchants.





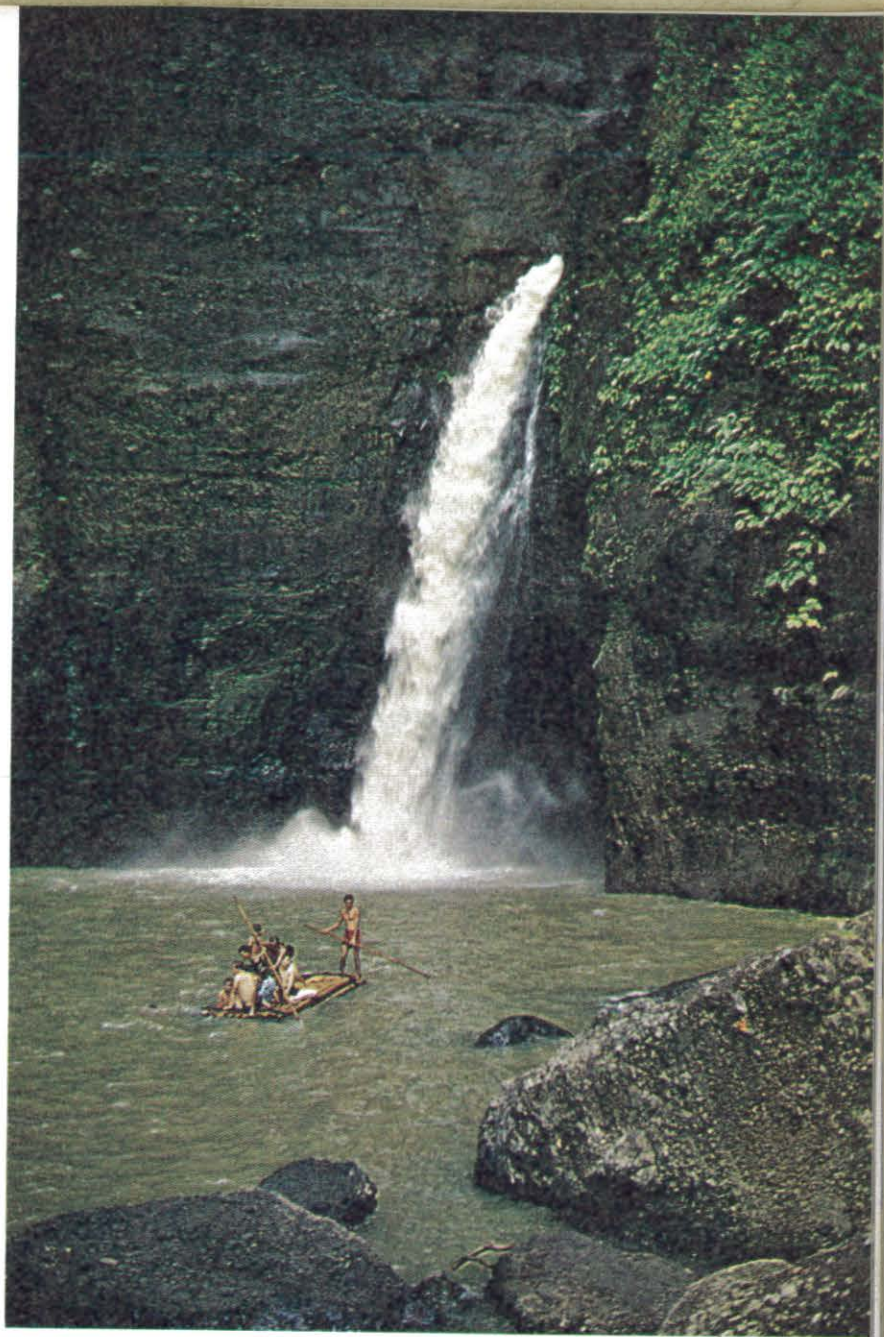




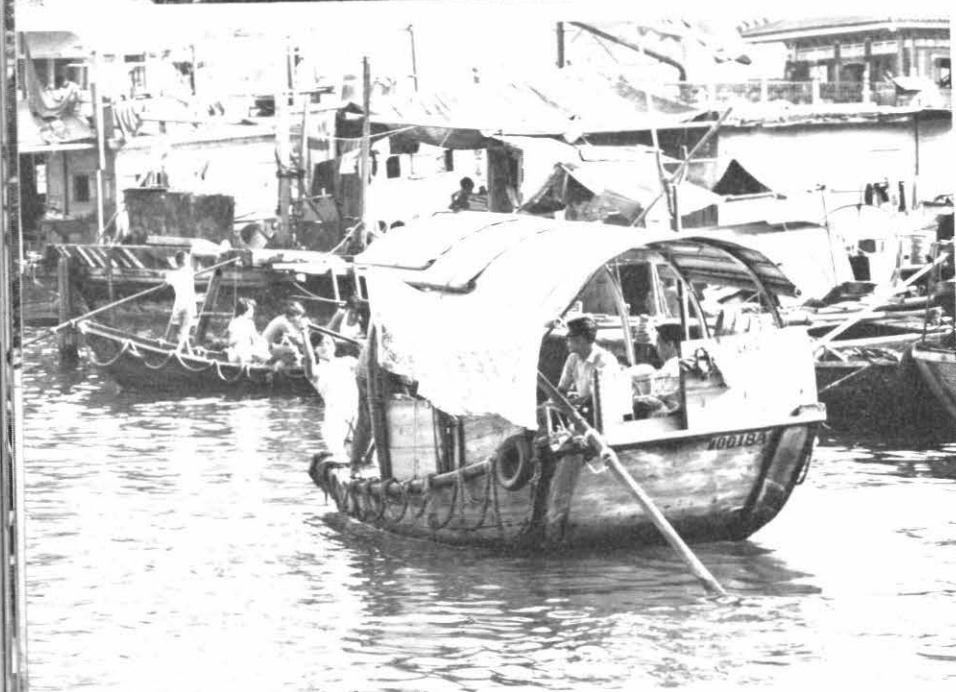
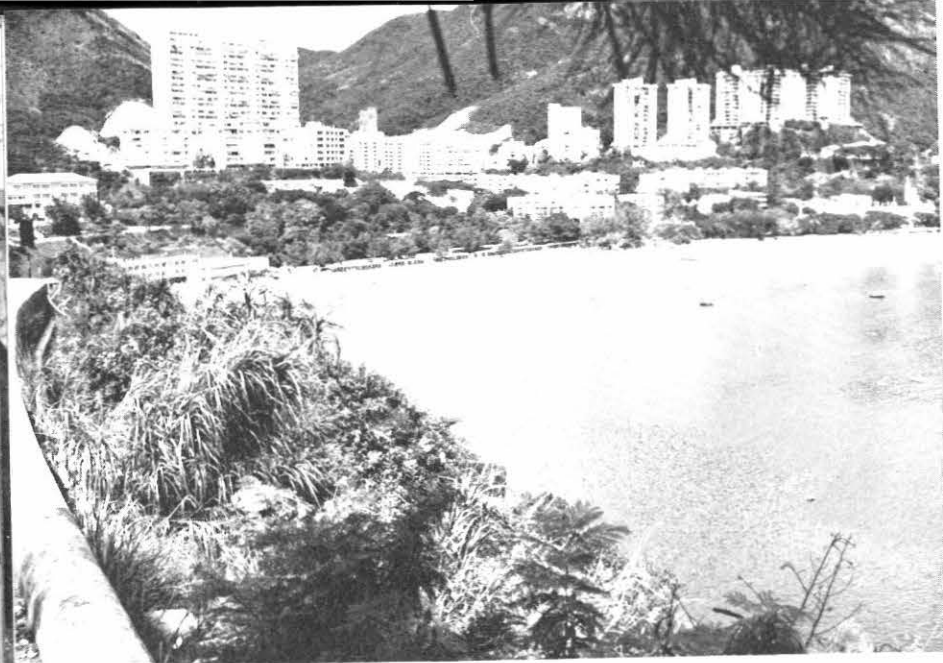




Sunset over Manila Bay.



Pagsagan Falls, Philippines.

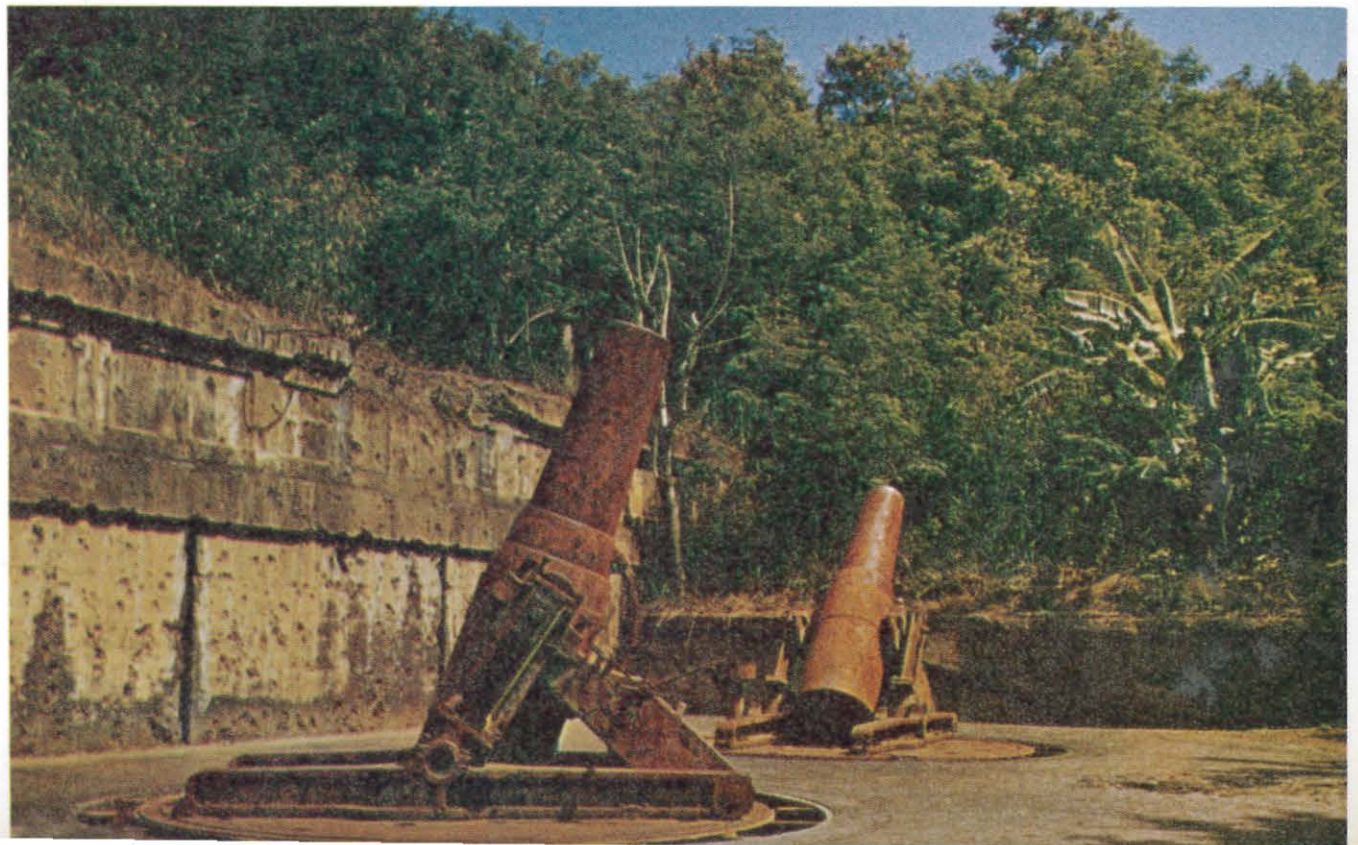






The mortars and 12" rifles of Batteries Way and Hearn at Corregidor that once roared steely defiance at the Japanese invaders are now silent, but the torn and pitted embrasures bear mute testimony of the ferocity

of the struggle that once convulsed this tiny island in Manila Bay. Many of SANCTUARY's crew had the opportunity to visit this island and gaze at these guns, the last of the "Concrete Artillery".

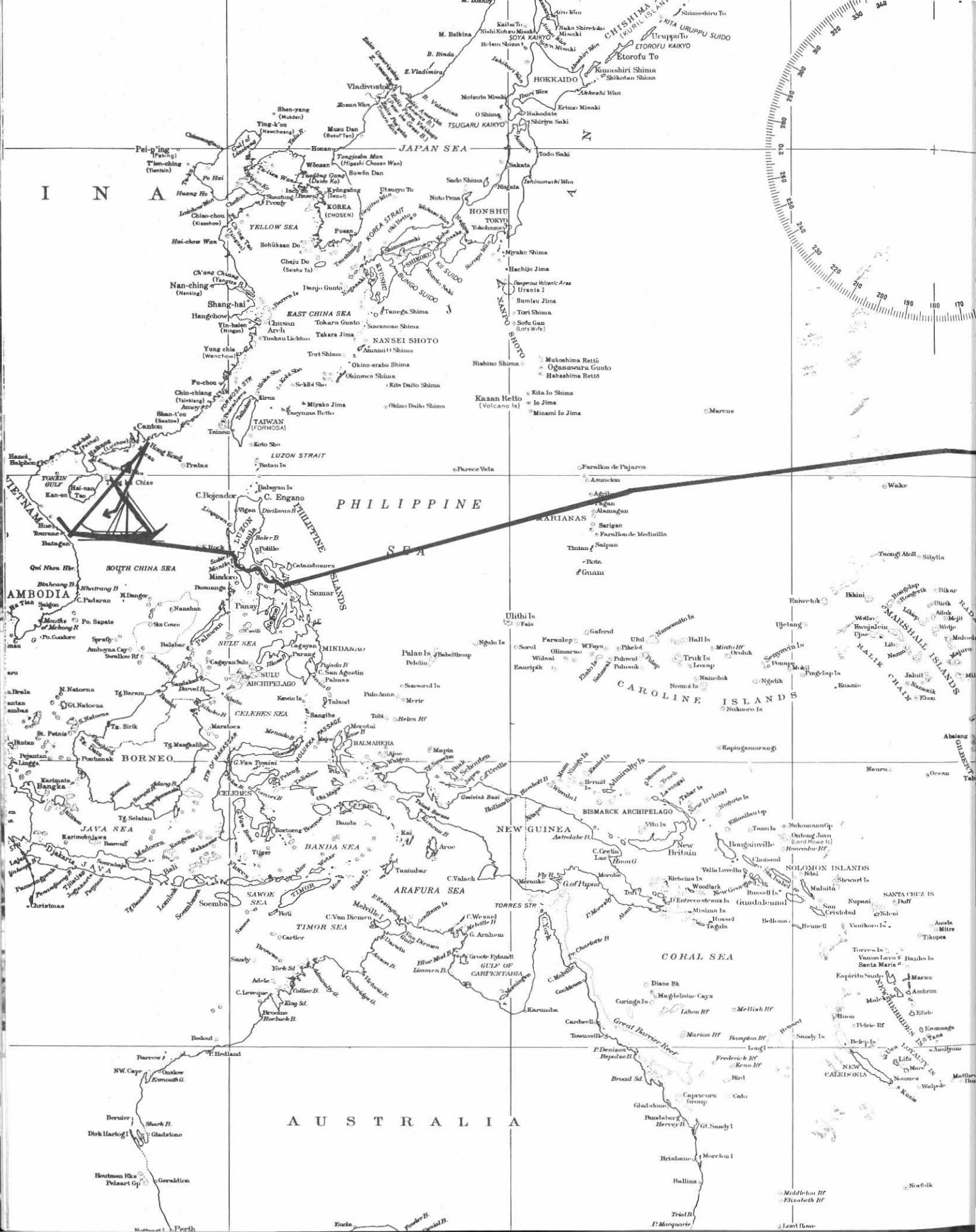




SANCTUARY at night, Hong Kong Harbor.

The crew of the SANCTUARY eats at TaiPak, the floating restaurant, Aberdeen, Hong Kong.

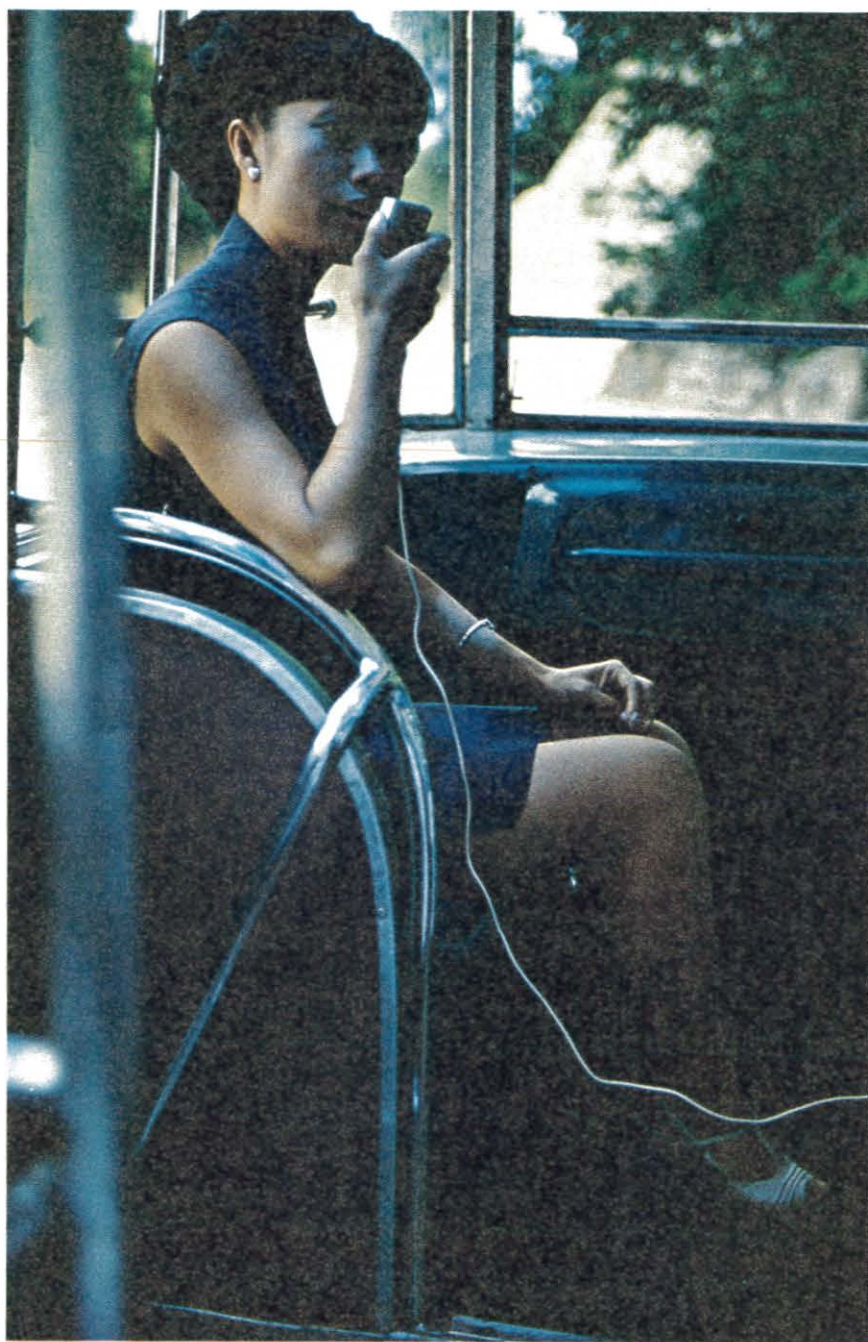




THE TRACK OF THE USS SANCTUARY (AH-17)

1967

The map displays the Pacific Ocean with a grid of latitude and longitude. The track of the USS Sanctuary (AH-17) is marked by a solid black line. The track begins near the Hawaiian Islands, specifically south of the main group, and extends southeastward. It passes south of the Phoenix Islands and the Tokelau Islands, then curves further southeast towards the Line Islands. The map includes numerous island groups and individual islands, such as the Hawaiian Islands, Phoenix Islands, Tokelau Islands, Samoa Islands, Society Islands, Tuamotu Archipelago, Cook Islands, and Line Islands. A large circular scale is visible on the right side of the map, and a smaller scale is on the top left. The track ends near the Line Islands, specifically around the 170-degree longitude mark.



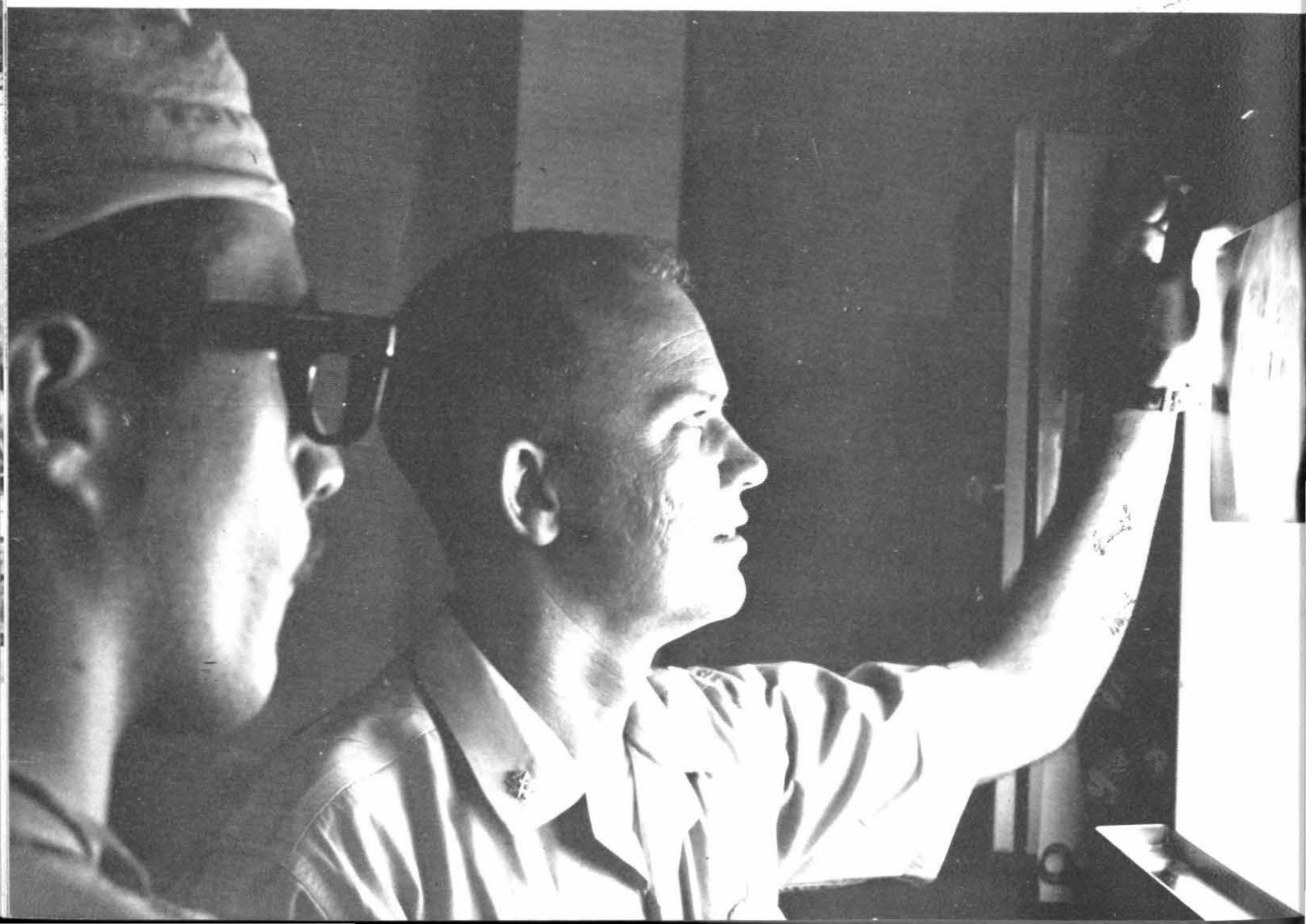


SANCTUARY, at rest, Hong Kong Harbor, as view from Victoria Peak.

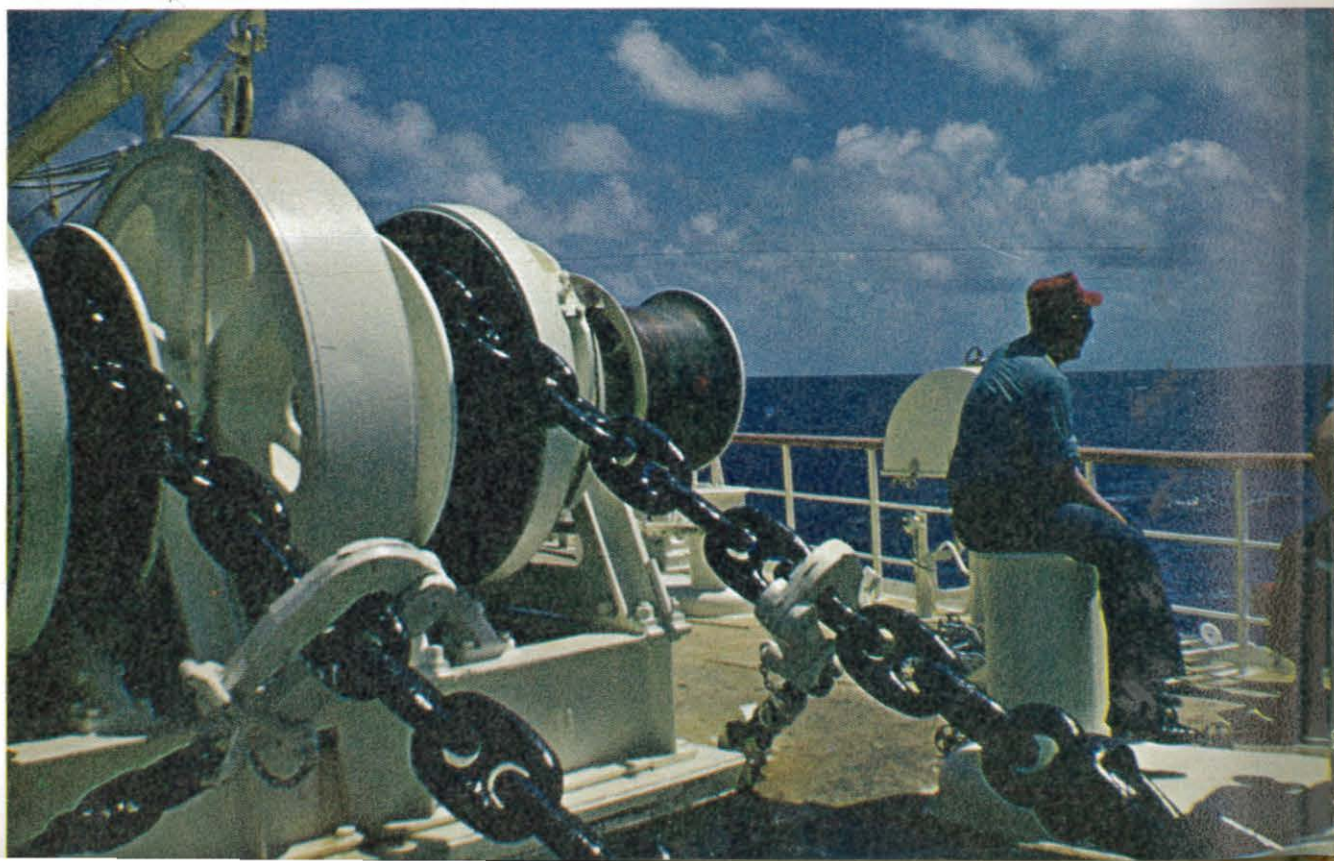
Sampans in Aberdeen bringing SANCTUARY sailors to Tai Pak.



By morning of the 26th of July, SANCTUARY was back "on the line" at Da Nang, once again engaged in her primary mission of treating those wounded in the conflict in Vietnam. Once again we fell into the now familiar routine, as the chief's voice carried over the 1 M.A. System: "Naval Hospital, man your Patient Handling Stations, Section 2 provide." There will be more tours, more ports, more surgery and, eventually, for us, new duty stations, but for the plan owners of SANCTUARY, it has been a wonderful and rewarding year.













Front row: Gysgt C. DiStefano, Lcdr R. Bowden, HMCM V. French. Second row: S. Reinus, H. Whittemore, S. Vasek, J. Edwards, T. Bell, M. Pjllium. Back row: C. Giffin, H. DiDomenico, G. Roman, J. Johnson, E. Cluxton, P. Dawson, L. Daniels.

HA DIVISION

Marine Liaison

Kneeling: Gysgt C. DiStefano. Standing: J. Blodgett, R. Karr, J. McGeehan, G. Lyttle.



Lcdr Ronald R. Bowden, MSC, USN
Division Officer, HA Division



Cdr Johnny W. Young, MSC, USN
Administrative Officer

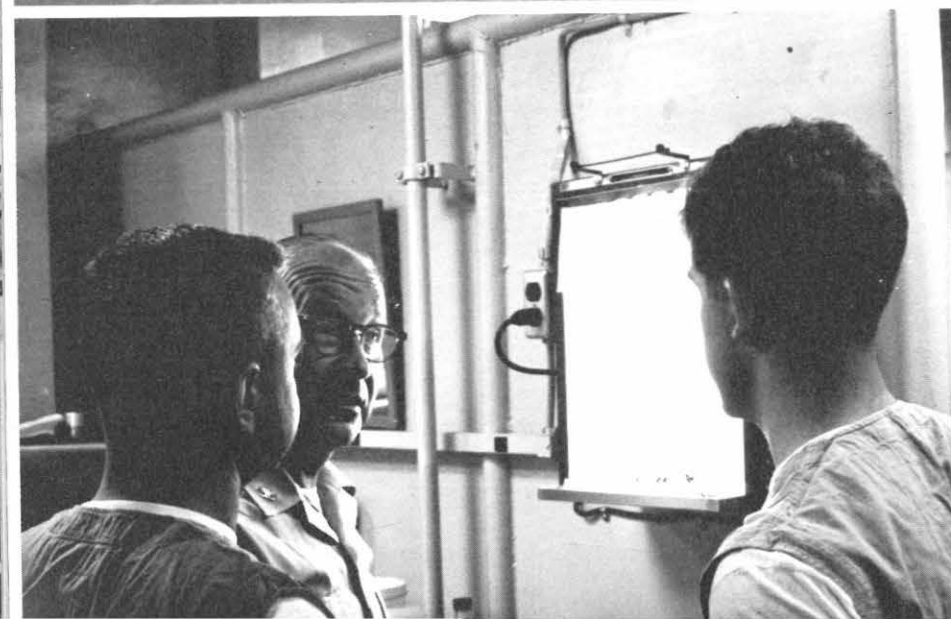


DENTAL SERVICE

On July 23, 1967, in Hong Kong, B.C.C., the Chief of the Dental Service, Captain Marvin Carmen married Claire Leichtman. The services, performed at the Marriage Registry in Hong Kong, were witnessed by Lcdr C. Nathan Blumberg and Lt Joe Traxler. The reception was held at the Kalayaan Officer's Club, Naval Station, Subic Bay, Philippines, on September 3, 1967.



Front row: R. Thibodeau, M. Carmen, J. Cagle. Middle row: A. Gelle, R. Macdonald, J. VanFletteren. Standing, back row: D. O'Connor, J. Ehrman, R. Thompson, M. Vandiver.



HE DIVISION

Kneeling: HMC S. Brick, Lcdr H. Snyder, Lcdr R. Carley. Middle row: W. Beazley, F. Eck, P. LeBeau, R. Joseph, J. Harris, R. Vigil, M. Gibson. Back row: W. Albright, P. O'Keefe, S. Bauvelt, R. Knapp, W. Hahn, J. Rumaker.

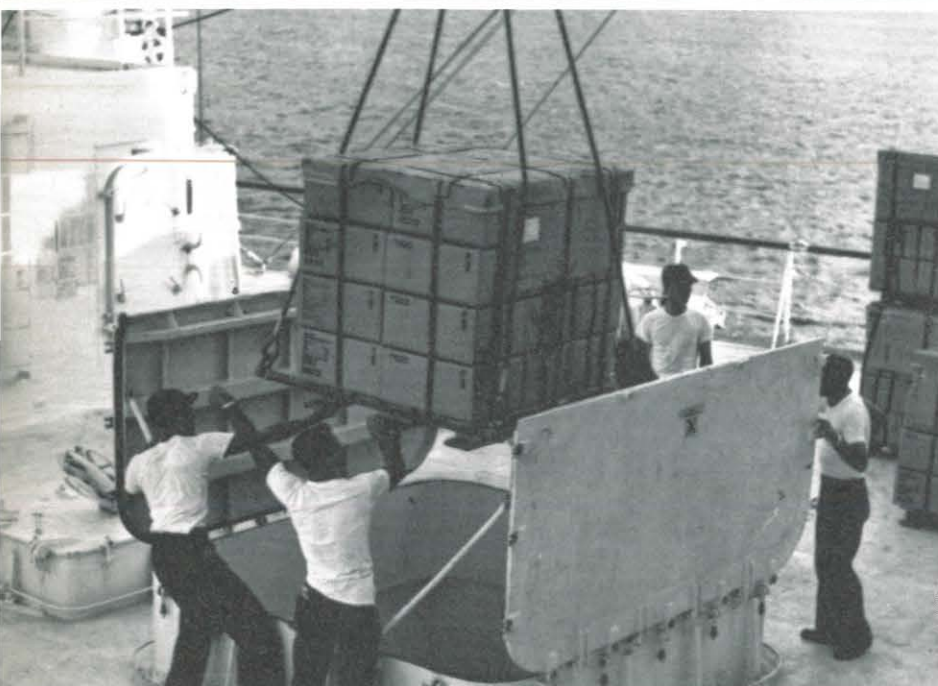


(Left) Lcdr H. Snyder, MC, USN
Division Officer (Ophthalmology)
(Right) Lcdr R. Carley, MC, USNR
Assistant Division Officer (ENT)



HF DIVISION

Kneeling: HMC J. Huston, CWO-4 J. Ziner, HMC T. Antignano, HMC B. Brody. Middle row: G. Luce, R. Surette, K. Marsh, J. Smith, G. Wallace, R. Messer. Back row: L. Peterson, J. Yokum, L. Ellingson, C. Webb, L. Fannes, R. Thessen, R. Schmitz.



CHMEDSERWRNT-4 J. Ziner, USN
Division Officer, HF Division



Lt (jg) P. Robinson, MSC, USN

Lcdr R. Poley, MC, USN

Front row: HMC M. Goble, Lt (jg) P. Robinson, Lcdr R. Poley. Middle row: C. Edwards, J. Soliman, L. Cole, R. Jorgenson. Back row: A. Cady, L. Polak, R. Ide, M. Burns, D. Newton, J. McGinnis.

HL DIVISION

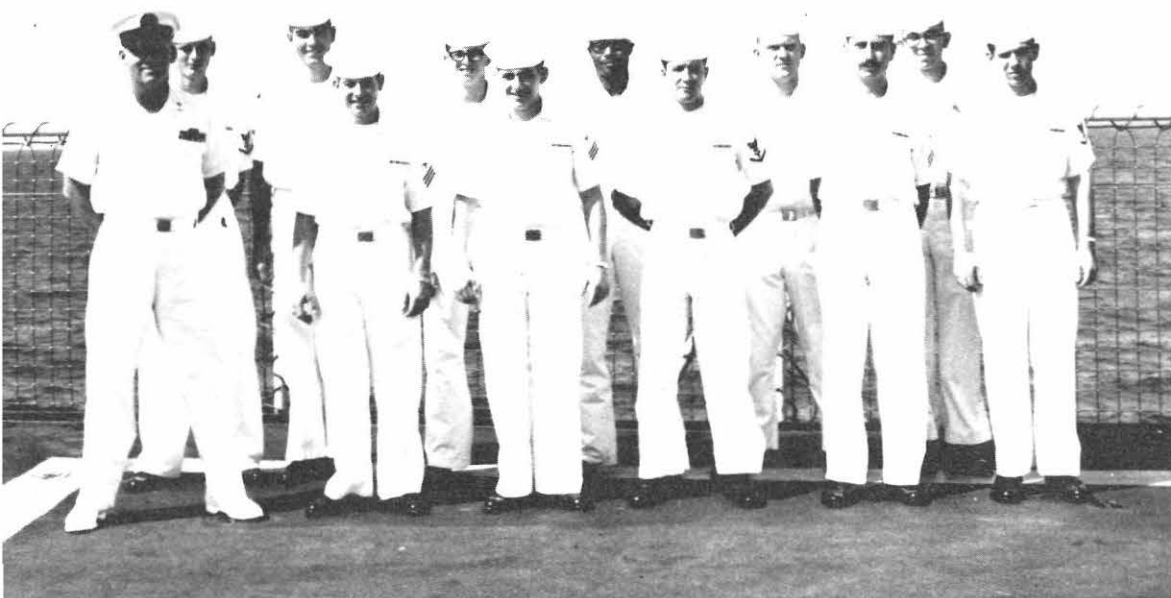


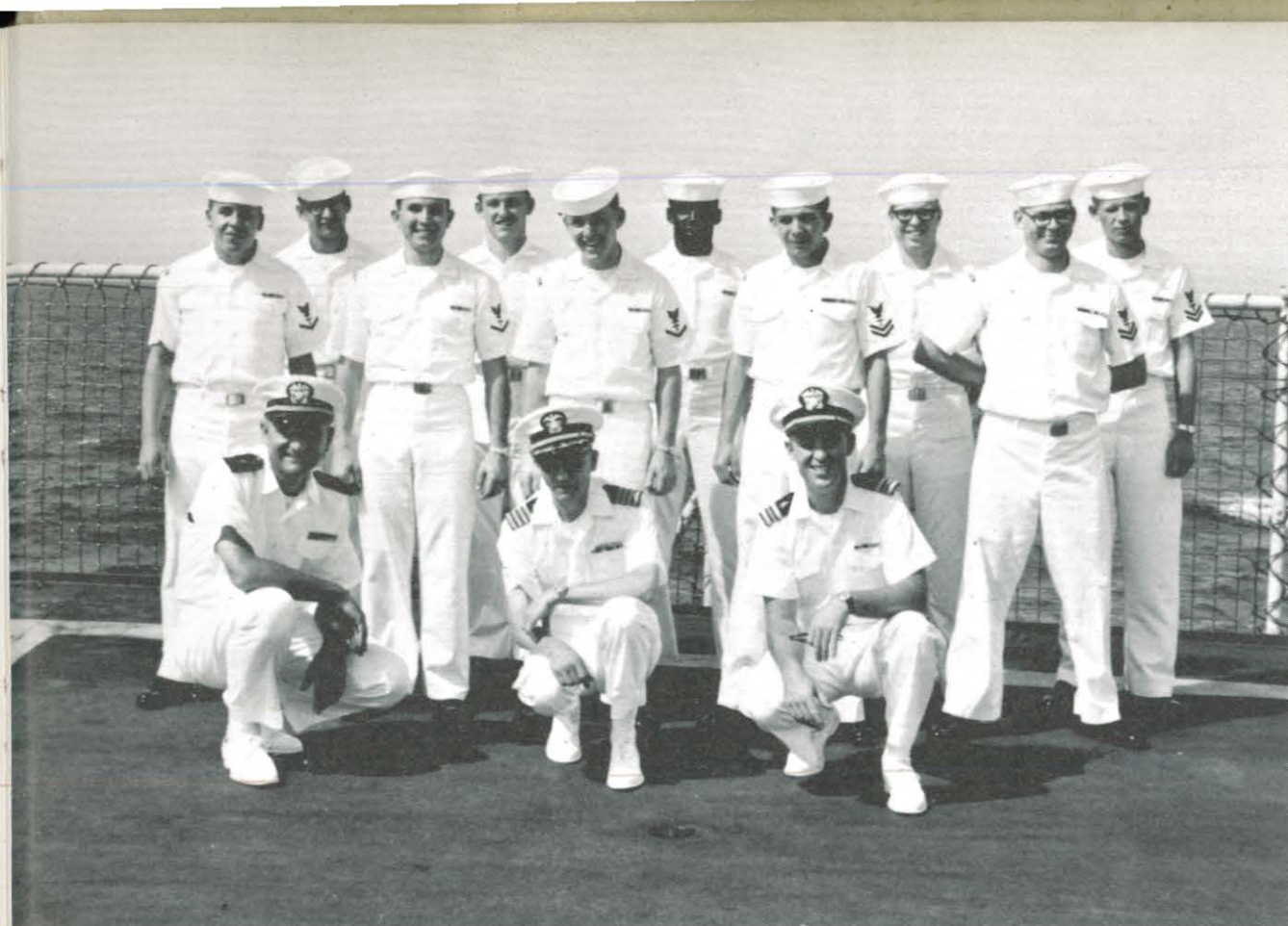


Lcdr P. Black, MC, USN
Division Officer, HM Division

HM DIVISION

HMC R. Ortego, J. Caruso, J. Boyle, L. Monoco, N. Vaughan, J. Weber. Back row: T. Steinert, L. Alles, D. Hennebry, A. Parker, S. Miarecki, J. Rhoades.

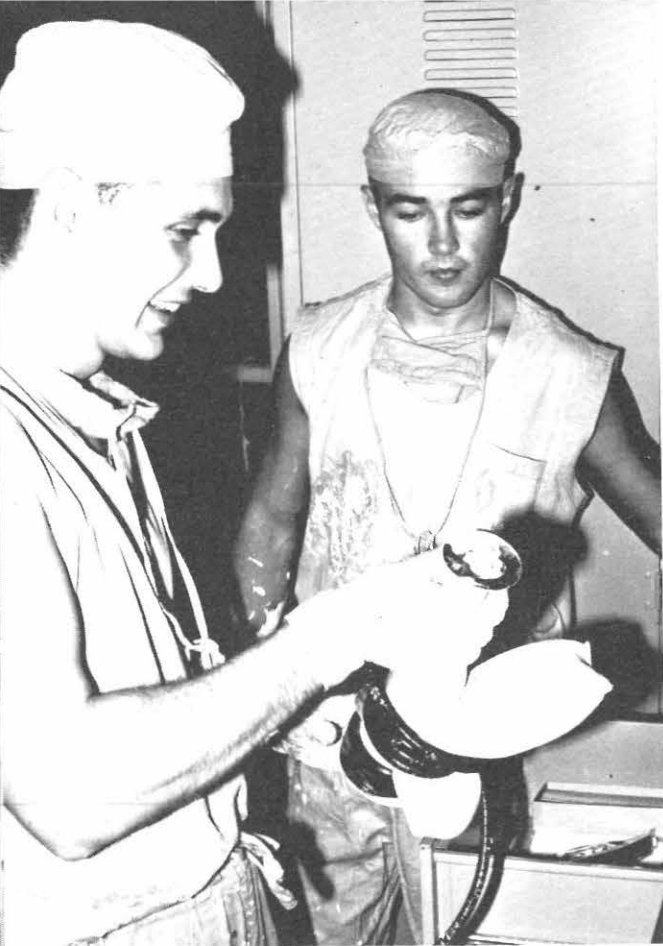




Kneeling: Lt V. Galasyn, Capt O. Nielsen, Lcdr P. Black. Second row: M. Bruns, D. Netski, J. Lanning, F. Schubert, J. Orzechowski. Back row: E. Jelbent, J. Angerer, J. Fickens, D. Behnke, D. Angstrom.

Kneeling: Lt C. Walker, Lt J. Traxler, Lt T. Norrie, Lcdr H. Langer. Second row: D. Hodge, J. Ross, R. Wayne, R. Stratman, J. Harris, L. Dibbler, C. Reed, C. Geary, S. Hobson. Back row: P. Bovasso, J. Casler, F. Polonski, T. Mehlenbacher, J. Launi, R. Hagland, L. Newton, S. Cramer, R. Dupuis, G. Howell.

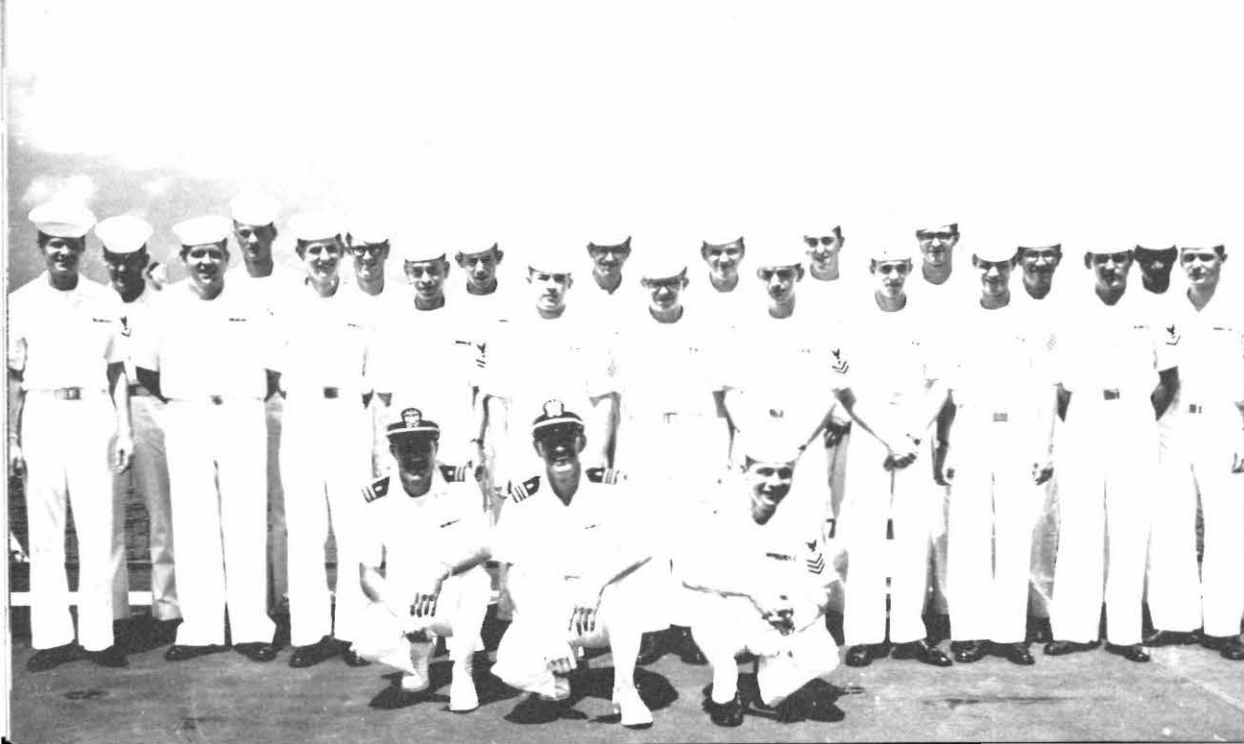




Lcdr C. Brighton, MC, USN
Division Officer HO Division
Orthopedic Surgeon

HO DIVISION

Kneeling: Lt R. Wicker, Lcdr C. Brighton, HM1 R. Hegerlmeyer. Middle row: A. Gibbard, J. Carter, J. Cramer, D. Wray, T. England, T. McCanne, F. Suttles, T. Hedgecook, F. Borgault, T. Dooley. Back row: B. Muller, J. Berry, C. Farrell, S. Blamer, R. Hamman, D. Henninger, G. Conway, S. Gorman, L. Thompson, F. Johnson.

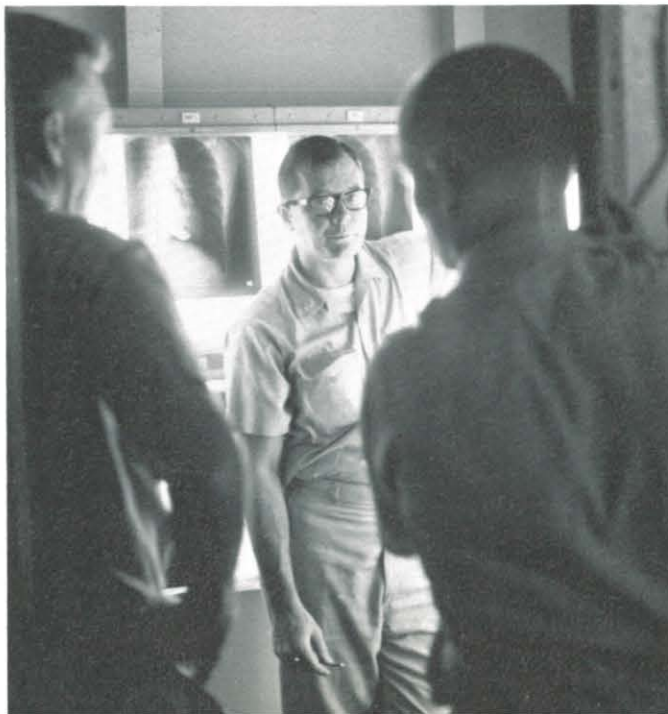


HR DIVISION



Kneeling: Lcdr W. Heinz, MC, USN, HMC J. O'Connor, USN. Middle row: G. Harderstein, R. Belt, E. Powell, N. Jenkins. Back row: D. Lawson, R. Armistead, E. Brandhoefer, J. Fickens.

Lcdr W. Heinz, MC, USN
Division Officer
Radiologist





Captain R. Cales, MC, USN
Chief of Surgery



Cdr S. Nuredini, MC, USN
Division Officer HS Division
General Surgeon

HS DIVISION

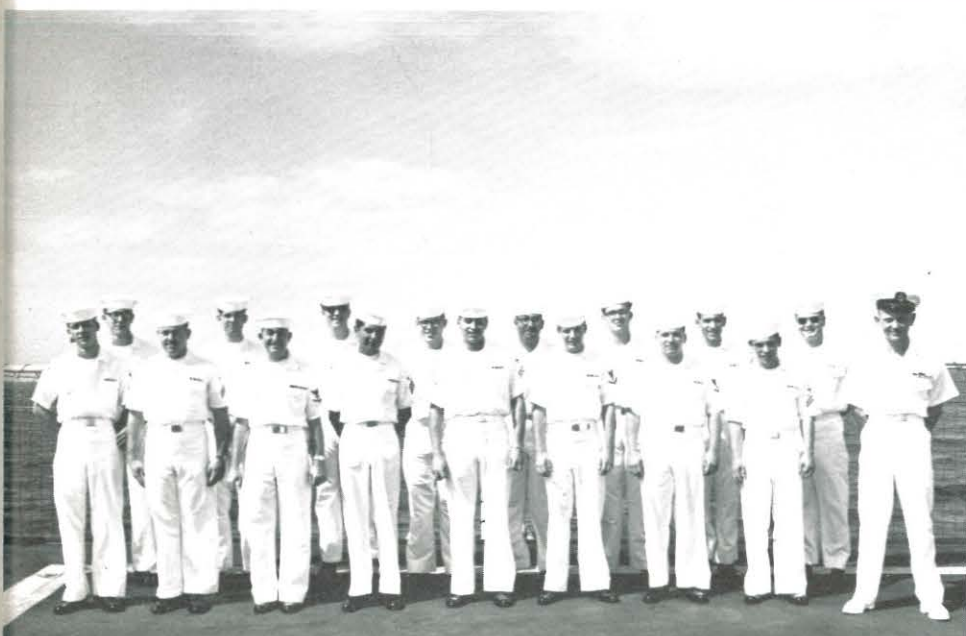




Kneeling: Capt R. Cales, Cdr S. Nuredini, Cdr F. Jackson. Middle row: R. Robinson, J. Mathis, R. Hatfield, W. Hargett, R. Ostrowski, L. Elizondo, D. Ulevog. Back row: R. Arrowood, R. Loose, D. Wildard, A. Giordano, G. Galoway, R. Shriner, J. Knott, J. Pitser.



Kneeling: Lcdr W. Carson, Cdr J.P. Barreca, Lcdr G. Frankhouser, Lt D. Goffinett. Middle row: J. Mills, R. Boone, D. Nyes, L. Addie, D. Goldberg, W. Lever. Back row: W. Hayes, W. Bevins, D. Kent, J. Ridner, C. White, E. Koenig, T. Baker.



Front row: D. Solbert, D. Brown, A. Disimone, R. Aviles, R. Gonzales, R. Summy, R. Hershey, J. Senter, HMC J. Novak. Back row: J. Charles, J. Beaty, P. Weber, J. Morris, E. Pruger, H. Gorin, E. Gennuso, G. Winans.



Lcdr C.N. Blumberg, MC, USNR
Division Officer, HU Division
Urologist

HU DIVISION



Kneeling: D. Waldroup, Lcdr N. Blumberg.
Middle row: P. Milroy, T. Grimes, R. Jackson,
E. Truett, P. Costes. Back row: T. Mitchell,
C. Heath, W. Collins, B. Nally.

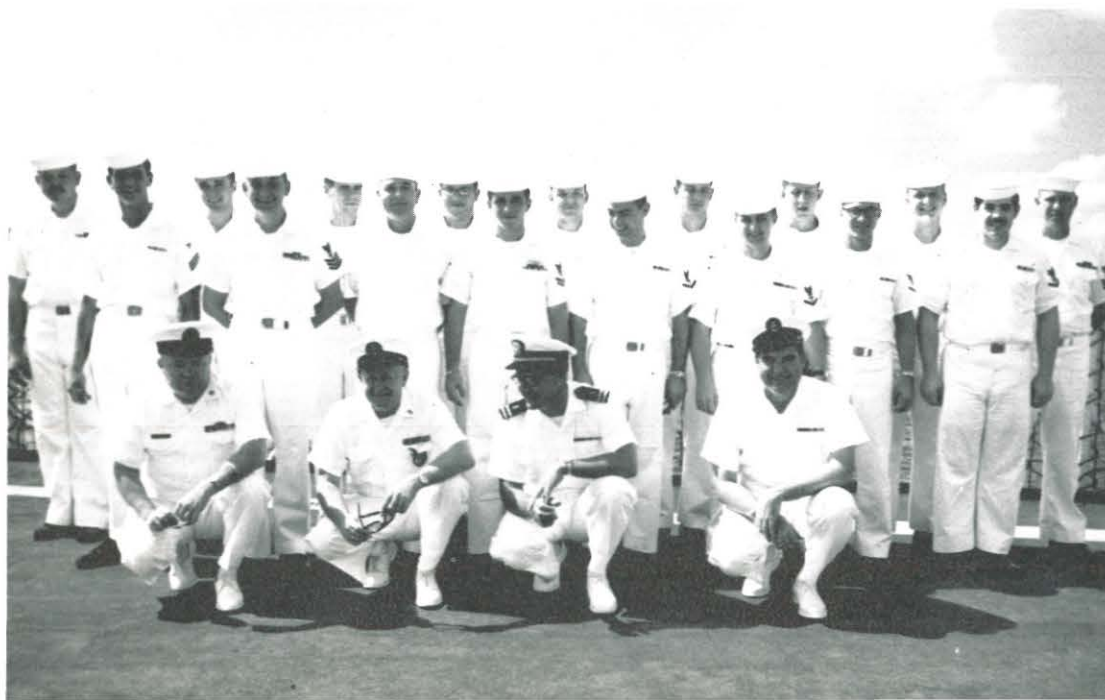




HX DIVISION

Lt L.R. Funderburk, MSC, USN
General Administrative Division Officer.

Kneeling: HMCS C. Van Scyoc, HMCM W. Wood, Lt L. Funderburk, HMC J. Monk. Middle row: D. Brooks, D. Johnson, J. Waugh, W. Joseph, R. Renbarger, J. Williams, R. Everett, K. Iddens. Back row: T. Moore, P. Natali, E. Calhoun, A. Steinitz, L. Fontenot, D. Newington, G. Talbert, C. Remey, G. Thompson.





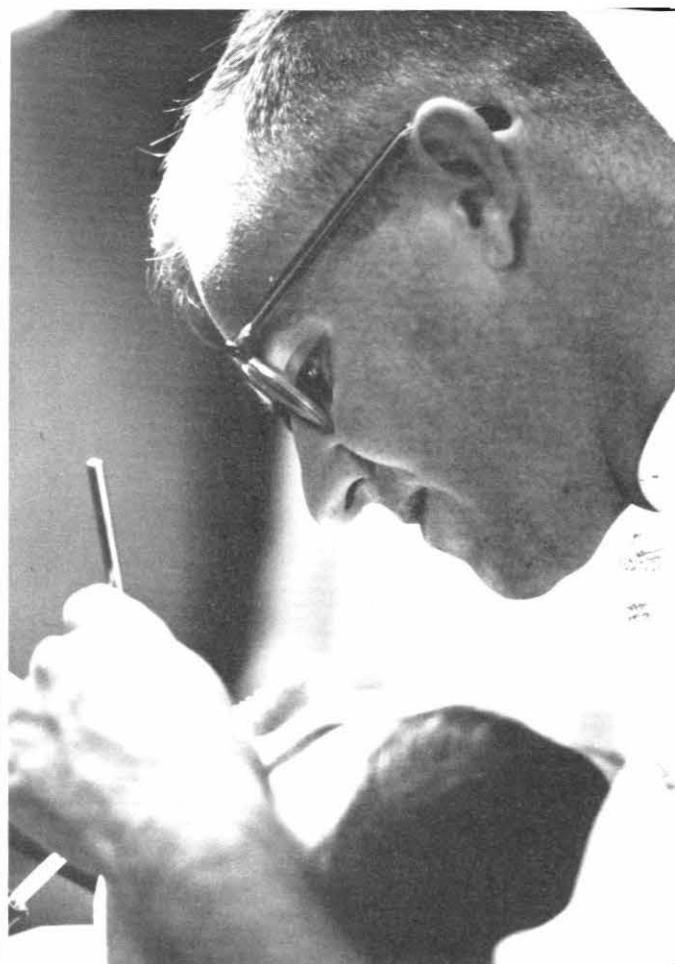
Front row: Cdr M. Smith and Charlie. Middle row: L. Conway, M. Guccione, C. Cronin, B. Pisani, R. Wahlstrom, S. Brown, L. Merritt, L. Peterson, R. Anthony, V. Fanning, E. Sullivan, K. Sanders, M. Cohagan. Back row: T. Zatzarini, D. Sifling, S. Tolar, S. Wiggins, A. Langley, N. Tuttle, M. Streit, J. Allen, M. Parnell, L. Titus, S. Russell, P. Warner, P. Spencer, D. Pearce, N. McGinley.

THE NURSING SERVICE

Cdr M. Smith, NC, USN
Chief Nurse of Nursing Service

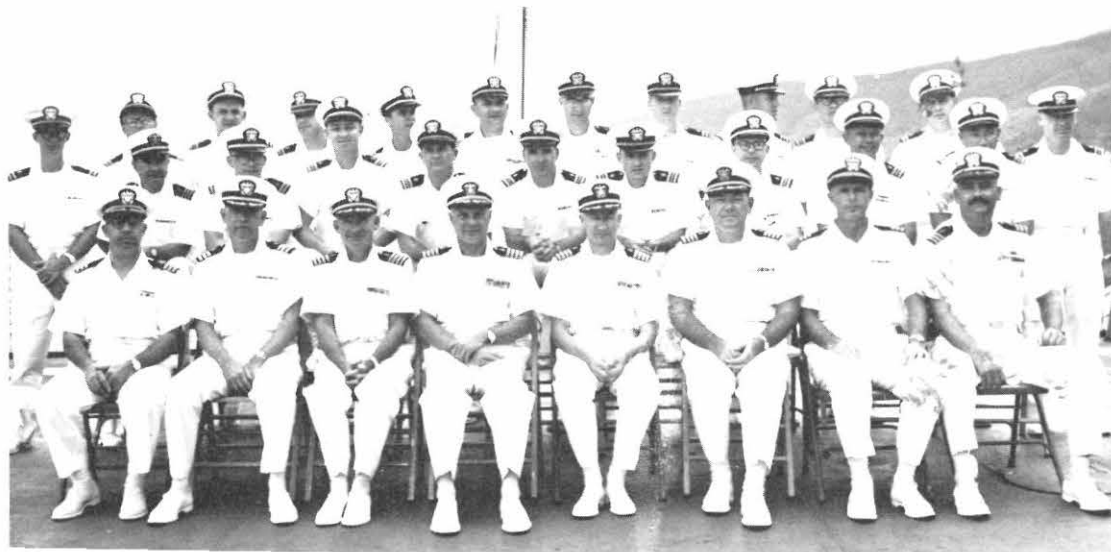






MEDICAL CORPS AND DENTAL CORPS OFFICERS OF THE USS SANCTUARY (AH-17), 1967

Front row: Cdr J.P. Barreca, Cdr Paul Knox, Captain Marvin Carmen, Captain Gerald Duffner, (Commanding Officer, Naval Hospital, USS SANCTUARY), Captain Orville Nielsen, Captain Robert Cales, Cdr Skender Nuredini, Cdr Frederick Jackson. Middle row: Lcdr John Cagle, Lt Joe Wilson, Lcdr Paul Black, Lcdr Will Heinz, Lcdr Herman Langner, Lcdr Richard Carley, Lcdr William Carson, Lcdr Harry Snyder, Lcdr C. Nathan Blumberg. Back row: Lt Tom Norrie, Lt Charles Walker, Lcdr George Frankhouser, Lt Ralph Wicker, Lt William Mattern, Lt Valentine Galasyn, Lcdr Sidney Tolchin, Lt Donald Goffinet, Lcdr Richard Thibodeau, Lcdr Carl Brighton, Lt Joseph Traxler, Lcdr Richard Poley.





Kneeling: Ens R. Briece, USN, BMCS F. Noonan. Middle row: W. Smith, D. Lund, W. McGraw, F. Driver, C. Dodge, R. Paul, D. Funk, L. Shinkle. Back row: R. Janousek, R. Hoppes, R. Book, B. High, B. Rasmussen, R. Fannin, T. Downey, S. Hatten.

DECK DEPARTMENT 1st DIVISION

Lt R. Baldwin, USN
First Lieutenant



Ens R. Briece, USNR
Division Officer 1st Division





Ens J. Drummer, USNR
Division Officer 2nd Division

DECK DEPARTMENT 2nd DIVISION

Kneeling: Ens J. Drummer, USNR. Middle row: W. Rawlings, R. Fant, D. Gaines, E. LaBlanc, J. Drover, G. Fujitani, C. Rolando, M. Sullivan, L. Pratt. Back row: T. Ferry, G. Schell, R. Calles, J. Duran, W. Hager, L. Foster, W. Killman, R. Moreno, R. Rodriguez.





Kneeling: MMC A. Alston. Middle row: C. Drummond, R. Bigelow, C. Abacherli, D. Guthrie, L. Rogers, W. Savage, J. Black. Back row: R. Duff, H. Andrade, J. Porter, J. Ingram, M. McClure, A. Morgan, N. Wetherbee.

ENGINEERING DEPARTMENT

Lt William Hillhouse, USN
Engineering Officer
November 66--August 67

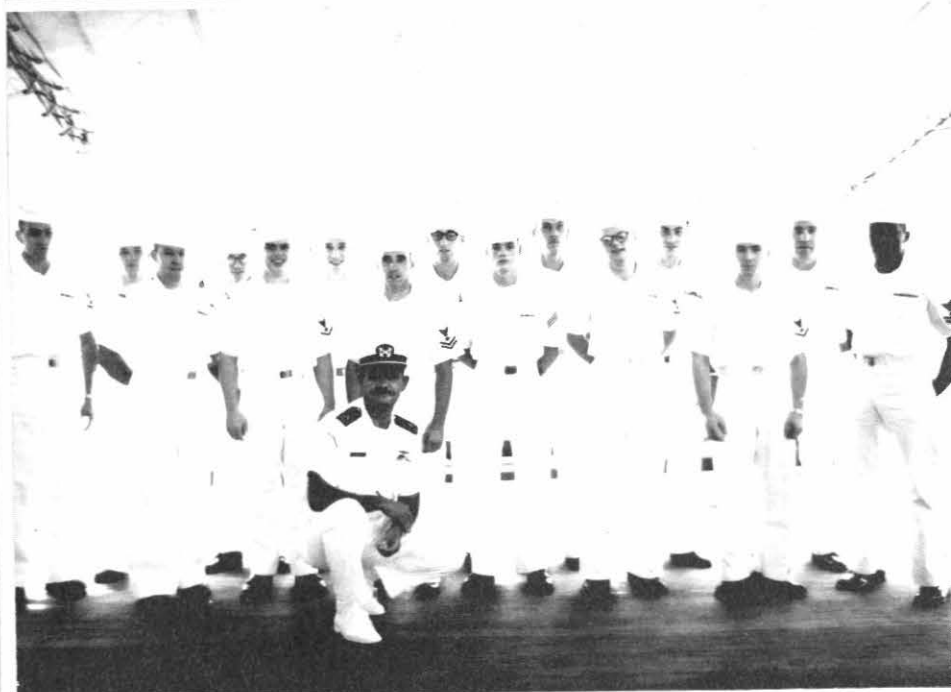


Lt T. Finucan, USN
Engineering Officer
August 67--





M DIVISION Kneeling: G. Noel, E. Lee, CWO Atienza, H. Nation, J. Gilday, R. Klinefelter. Middle row: R. Ratterree, F. Blanton, D. Pierce, E. Noviski, W. Johnson, P. Degarie, D. Piepkorn, J. Selser. Back row: S. Jacobsen, W. Goldman, P. Phipps, R. Mitchell, L. Williams, S. Kelly, E. Wilmoth, B. Leek, L. Sprouse.



B DIVISION Kneeling: WO2 Thomas Atienza, USN. Middle row: R. Spelbring, J. Corbett, M. Butterworth, W. Babbiste, D. Maxwell, W. Stevens, D. Gibson, R. Dove. Back row: T. Jacobs, P. Camman, R. Edwards, E. Woodward, D. Jones, T. Yette, C. Robinson.

ENGINEERING DEPARTMENT B AND M DIVISIONS

WO2 Thomas Atienza, USN
Main Propulsion Assistant
B and M Division Officer





Lt (jg) Richard B. Anderson, USNR
Damage Control Assistant



Lt (jg) Roy Scott, USN
Division Officer
A and R Divisions

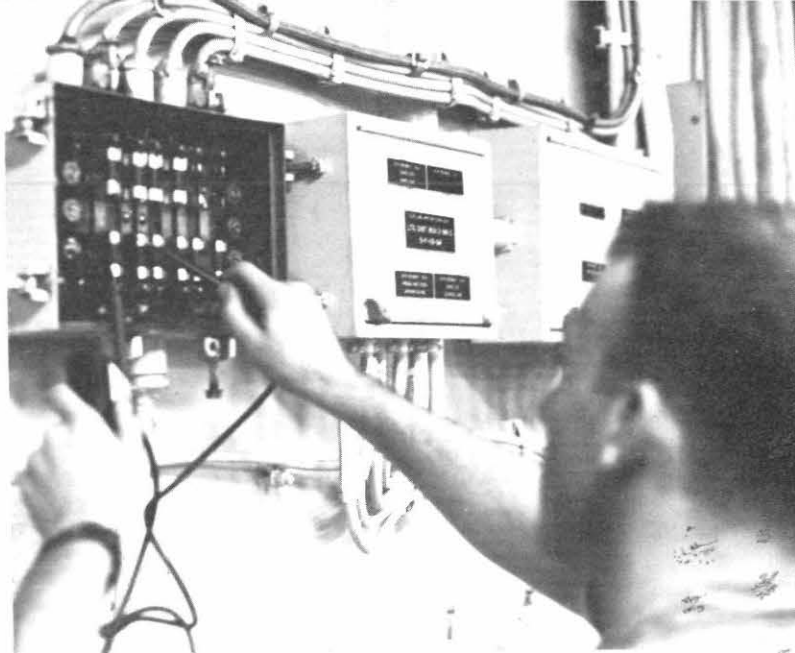
ENGINEERING DEPARTMENT R DIVISION

R DIVISION Kneeling: Lt (jg) R. Scott, R. Emerson. Middle row: W. Thompson, G. Roper, K. Guiles, T. Wisecarber, R. Armstrong, A. Wojtowicz, T. Gordon. Back row: P. Raynor, R. Clemons, D. Minard, W. Davis, H. Bobbitt, J. Blackwell.





Ens Alan L. German, USNR
Electrical Officer and
Division Officer E Division
Reported--June 67



ENGINEERING DEPARTMENT E DIVISION

Kneeling: Lt (jg) William Hafel, G.
Babcock. Middle row: H. Thomas,
A. Bobby, D. White. Back row: H.
Ledbetter, A. Chestnut, S. Orach.
Not pictured: R. Kirkman, J.
Edmisten, M. McKay, G. Stobbe, G.
Gere, E. Caprio, A. Drinkwater, R.
Weirick, T. Smith, K. Emala, C.
Angle.





OPERATIONS DEPARTMENT, O DIVISION Kneeling: Lt (jg) L. Ellis, ETC R. Brayton. Middle row: J. Farmer, J. Gattuso, D. Davis, J. Lencioni, D. Park, G. Beaver, S. Peek, R. Pease, J. Alexander, F. Partee. Back row: F. Stover, R. Barnes, D. Wolff, M. Hughes, A. Weghorst, F. Richards, A. Kaiser, D. Sarton, E. Richart, F. Edmunds.

OPERATIONS DEPARTMENT AND NAVIGATION DEPARTMENT

Lt Robert Roth, USN
Operations and Communication Officer



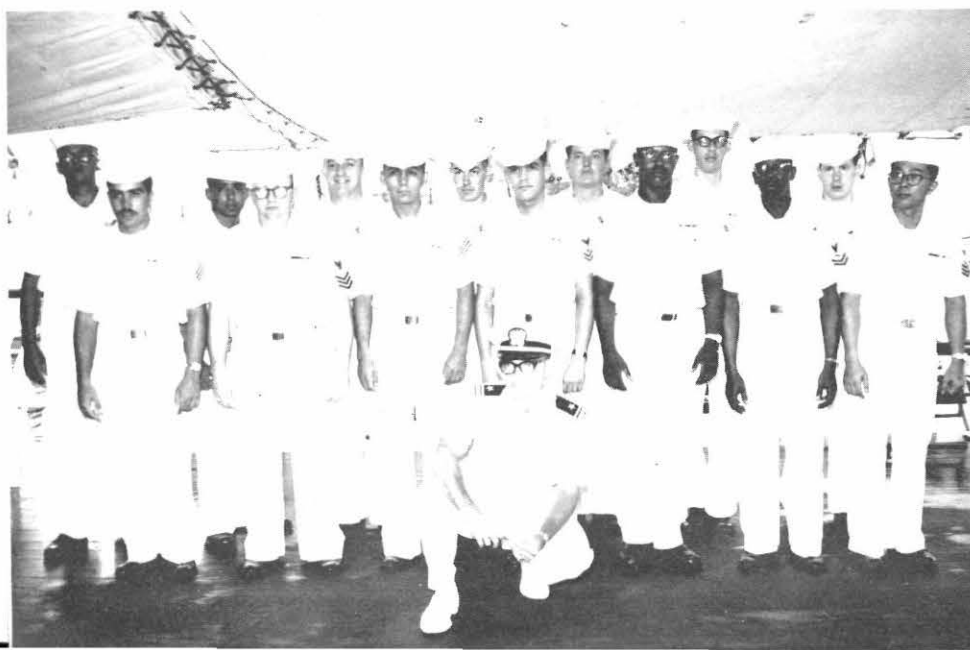


Underway replenishment at sea.



Lt (jg) Luke Ellis, USNR
X Division Officer

X DIVISION



Kneeling: Lt (jg) Luke Ellis, USNR. Middle row: R. Thomas, F. Grear, M. Rojas, M. Johnston, R. Brooks, I. Armstrong, J. Forral. Back row: B. Parker, W. Ballard, J. Sherk, D. Lutzke, F. Turner, A. Holden, D. Seymour. Not pictured: YNC J. Grizzle, H. Safford.



Checking in commissary supplies in Hold #3.



Lcdr Thomas McHugh, SC, USN Supply Officer

SUPPLY DEPARTMENT

S1 AND S2 DIVISIONS



S1 DIVISION Kneeling: Lt (jg) J. Morton, D. Debaradi. Second row: J. Cowell, R. Linkous, J. Coffman, H. Harrington, D. Smith, L. Pantenberg, W. Allen, L. Shuler, C. Carter, E. Woven, L. Bryan. Third row: J. Lee, P. Capvano, T. Eatl, A. Felker, W. Jones, L. Golz, D. Jacoby, H. Brown, F. Tiqui, W. Berry, A. Montgomery. Back row: T. Mack, W. Slocum, J. Mousseau, S. Sullivan, R. Carger, D. Williams, J. Davis, J. Corbett, W. Fox, L. Hall.



SUPPLY DEPARTMENT, S2 DIVISION (commissarymen) Front row: Ens E. Driscoll, O. Hendrickson, C. Shannon, M. Harvey, H. Koon, L. Ferris, K. Brown, T. Babcock, R. Murray, P. Dixon, L. Lower, J. Moore, J. Dillon, E. Laird. Back row: E. Butler, F. Maikowski, D. Fayson, C. Toman, J. McDonald, J. McCormack, T. Bowman, M. Taylor, D. Schroeder, D. Cooper, T. Laskowski.



SUPPLY

DEPARTMENT

S2 DIVISION

S2 DIVISION Front row: SDC E. Hodge, J. Brown, C. Mamplata, D. Martinez, G. Domantay, F. Monte. Back row: M. Cielo, C. Raguidin, D. Liganor, J. Nagal, F. Anquillano, Ens E. Driscoll.

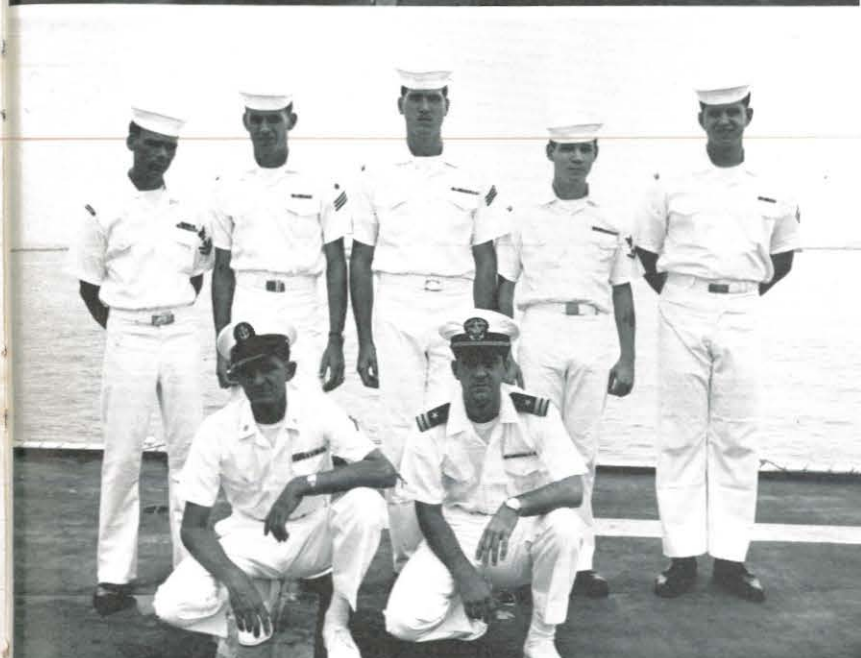


WARDROOM STEWARDS Front row: E. Sembrano, G. Donantay, T. Portugal, M. Hebron, C. Pallera, A. Cerdenio. Back row: G. Sarino, P. Ellerbe, R. Ayson, F. Arata, R. Nator.



(Left) Lt (jg) John Morton, SC, USNR, Disbursing Officer, Division Officer, S1 Division. (Right) Ens Edward Driscoll, SC, USNR, Division Officer, S2 Division.

NAVIGATION DEPARTMENT



N DIVISION Kneeling: R. Pennington, P. Cristallo.
Standing: B. Lannon, R. Brumbaugh, G. Clark, W.
Killen, B. Johnston.



Lt Peter Cristallo, USNR
Navigator

EDITOR-IN-CHIEF

A native of San Francisco, Cdr Frederick E. Jackson, MC, USN, enlisted in the army after graduation from Lincoln High School in San Francisco, where he was the student body president. He attained the rank of PFC (rifleman) in the 505th Parachute Infantry Regiment of the 82nd Airborne Division. He then attended the University of California at Berkeley and further liberalized his philosophy by obtaining his MD degree from Boston University. Internship at the National Naval Medical Center, Bethesda, and general surgery residency at the U.S. Naval Hospital, Oakland, were followed by neurosurgery residency at the University of California and University of Oregon Medical Centers. He has subsequently served as neurosurgeon at the U.S. Naval Hospitals, San Diego, California, and Charleston, South Carolina. While at Charleston, he was appointed assistant professor of neurosurgery at the University of South Carolina Medical School.

Cdr Jackson is the author of 49 published scientific papers dealing with neurosurgical research and development and two Clinical Symposia on the Physiology and Treatment of Head Injuries that have now been printed in 7 languages. Within the general field of neurosurgery, his prime interest is in the neurosurgery of trauma. He is a member of the Congress of Neurological Surgeons and the Harvey Cushing Society.



He has managed to survive an interest in underwater neurological physiology, which avocation has taken him SCUBA diving in Europe, the Caribbean, Mexico, Hawaii and in the South China Sea. He has recently been appointed as a consultant to the staff of the University of Southern California Underwater Research Laboratory on Santa Catalina Island.

His last two summer leave periods have been spent camping on the desolate outer banks of North Carolina and SCUBA diving in the waters off Cape Hatteras in a methodical search for the wreck of the USS MONITOR.

His wife is the former Margo Shaw of Vancouver and San Francisco. While in Charleston, Mrs. Jackson was president of the Charleston Naval Officer's Wife's Club.

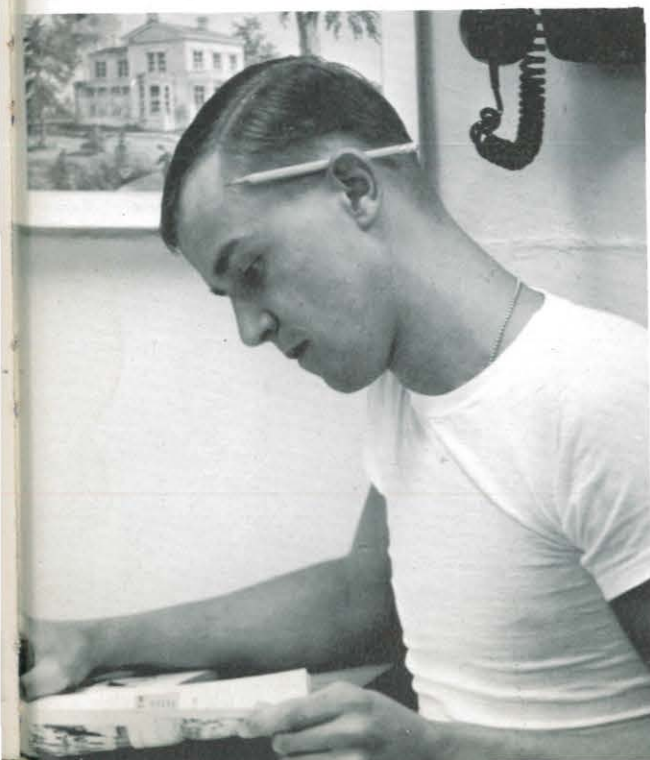


HM3 William J. Beazley, USN, Financial Manager, Assistant Editor and Photographer.



The editorial staff previewing slides for the log. HM3 David S. Hodge, HM3 David Willard, HM3 William Beazley, Cdr Fred Jackson.

THE EDITORIAL STAFF OF THE CRUISE LOG OF THE USS SANCTUARY



HM3 David C. Willard, USN,
Managing Editor and Photographer.

Lt Pat Warner, NC, USN,
Associate Editor.





HM3 David S. Hodge, USN



HM2 Paul A. LeBeau, USN

OFFICIAL PHOTOGRAPHERS FOR THE CRUISE LOG USS

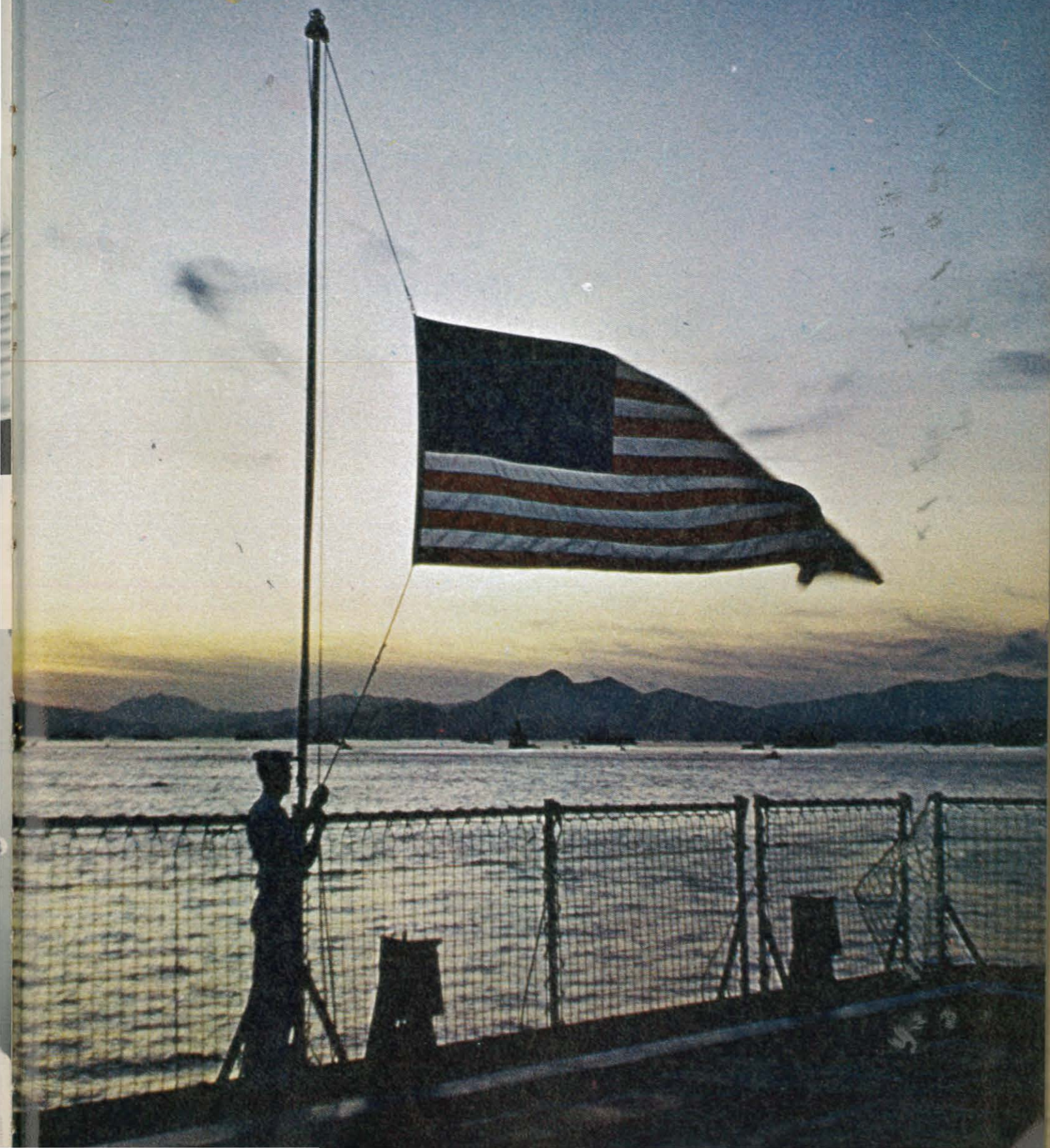
Lcdr Richard Carley, MC, USNR

SANCTUARY

Lcdr Richard Thibodeau, DC, USN



Evening Colors.....



ACKNOWLEDGEMENTS

Serving as editor of this Cruise Log was a delightful experience for me, although I suspect, somewhat traumatic for my hard-working, long-suffering staff. We wanted this book to be more than just a collection of division pictures. We wished it to be an historical documentary, portraying the functions of hospital ships in this conflict, at this time.

For those who would understand my philosophy of work, it is quite simple; select good men, support them strongly, criticize them fairly so that they may learn and warmly praise their accomplishments. Of these, by far the most important is to select good men.

The inner circle of men who advise and work should never be large. (Any policy-making organization greater than four deteriorates into a debating society.) In the organization and writing of this log I had a fine capable assistant in HM3 David C. Willard, the Managing Editor. The photography and writing of this log was strictly an "additional" duty and many photographs were taken and chapters written after a long day in the operating room.

Lt Pat Warner, NC, USN, contributed nicely by obtaining pictures of Norfolk, New Orleans, Panama Canal Zone, San Diego and San Francisco.

HM3 Bill Beazley has worked and is continuing to work, as financial advisor, photographer and "jack-of-all-trades".

HM3 Hodge, HM2 LeBeau, Lcdr Carley and Lcdr Thibodeau all gave excellent support as staff photographers.

I would like to specifically acknowledge the professional competence with which Larry Hata of Hawaii processed our photographs. For those interested in the photographic technical details, the photographs in this book were taken with Leicaflex, Asahi Pentax, Nikon and Topcon cameras. Plus-X and Tri-X film were used, processed in Microdol-X.

HM3 Pete Costes did the artist's drawings that appear at the beginning of the book.

We are indebted to HM1 Robert W. Rittmeyer for the pre-commissioning photographs.

Mr. Glenn Miller, Western Director of the Military Publications Division, Walsworth Publishing Company, Marceline, Missouri, coordinated the efforts of the writers and the printers. Interestingly, all work was done by mail and liaison effected via letters and radio telephone communications.

For the historical accounts of the early days of the SANCTUARY, I am indebted to the following agencies: Historical Director, Chief of Naval Information; Director of Naval History; Todd Shipbuilders, Incorporated; Sun Shipbuilding and Drydock Company and Avondale Shipyards, Incorporated.

We also appreciated the cooperation of the following civic organizations: Greater Norfolk Chamber of Commerce; New Orleans Chamber of Commerce; Chamber of Commerce, Panama Canal Zone; The San Diego Convention and Visitors' Bureau and the San Francisco Chamber of Commerce.

Many of the officers and men of SANCTUARY contributed their best photographs for inclusion in the log and certain of their pictures showed great talent and ability. Many of them are included in the pages of this book.

I would also specifically like to acknowledge the cooperation of Captain Gerald J. Duffner, MC, USN and Cdr Ronald A. McKinney, USN, for their assistance in the technical review of each chapter. Cdr Marcella E. Smith, NC, USN, assisted in choosing the photographs of the nursing staff.

In summary, the task of serving as Editor-in-Chief of this log was both educational and rewarding, made so by unexcelled cooperation from a diverse number of individuals and organizations.

Technical Data:

Cober--130 pt. tempered board. Metal-gloss seal design in antique gold embossed with leather grain.

Paper--80 lb. Stipple.

Type--10 pt. and 8 pt. Mid-Century.

Headings--24 pt. Futura Bold, 60 pt. Gothic and 30 pt. Wedding Text.

Layout and type--Terry Henry

Publisher's Representative--Glenn B. Miller

Printed and bound by Walsworth Publishing Company, Marceline, Missouri.



**USS SANCTUARY (AH-17) ENTERING
PEARL HARBOR CHANNEL, MARCH 1967**





